SCOTLAND FOR THE MOTORIST

J. Inglis Ker, F.R.G.S., F.S.A. Scot

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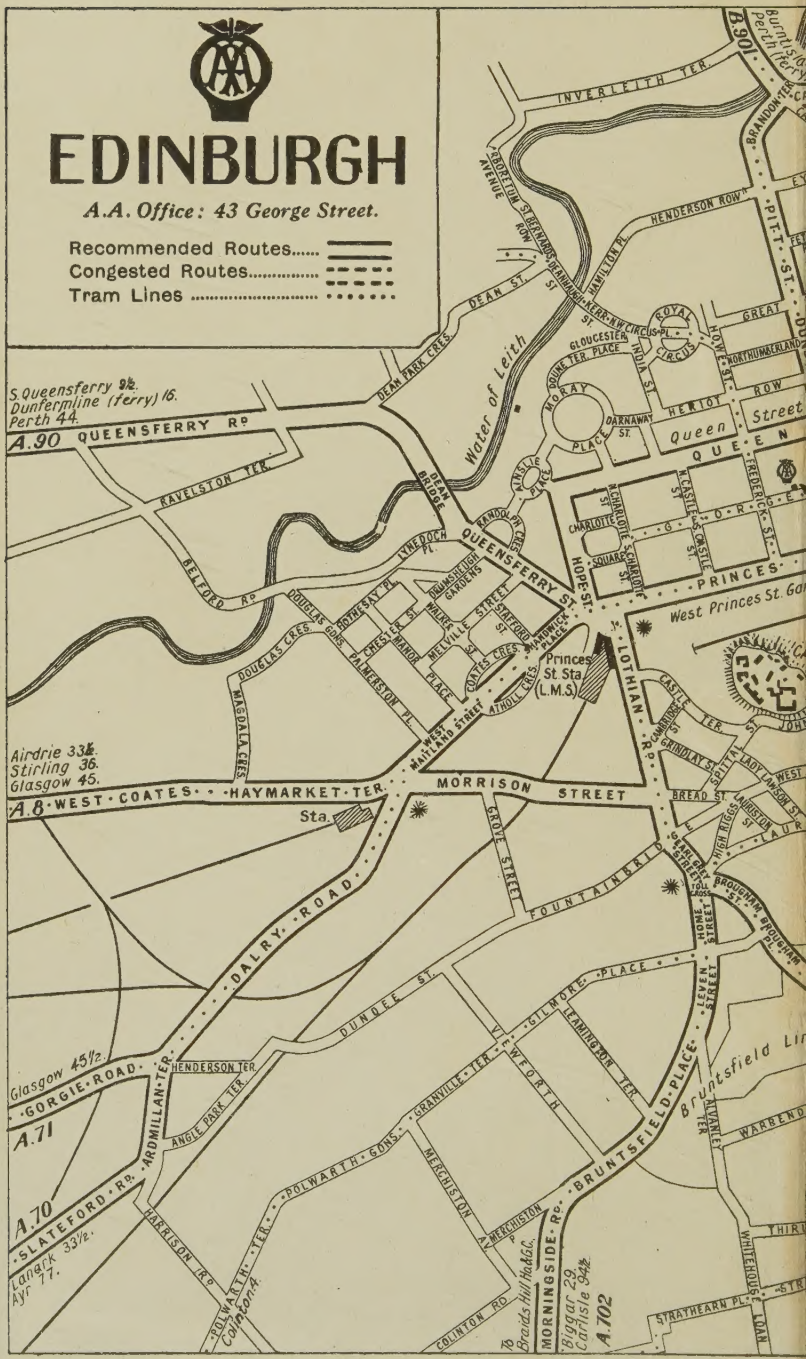
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A.71
A.70
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SCOTLAND
FOR THE
MOTORIST

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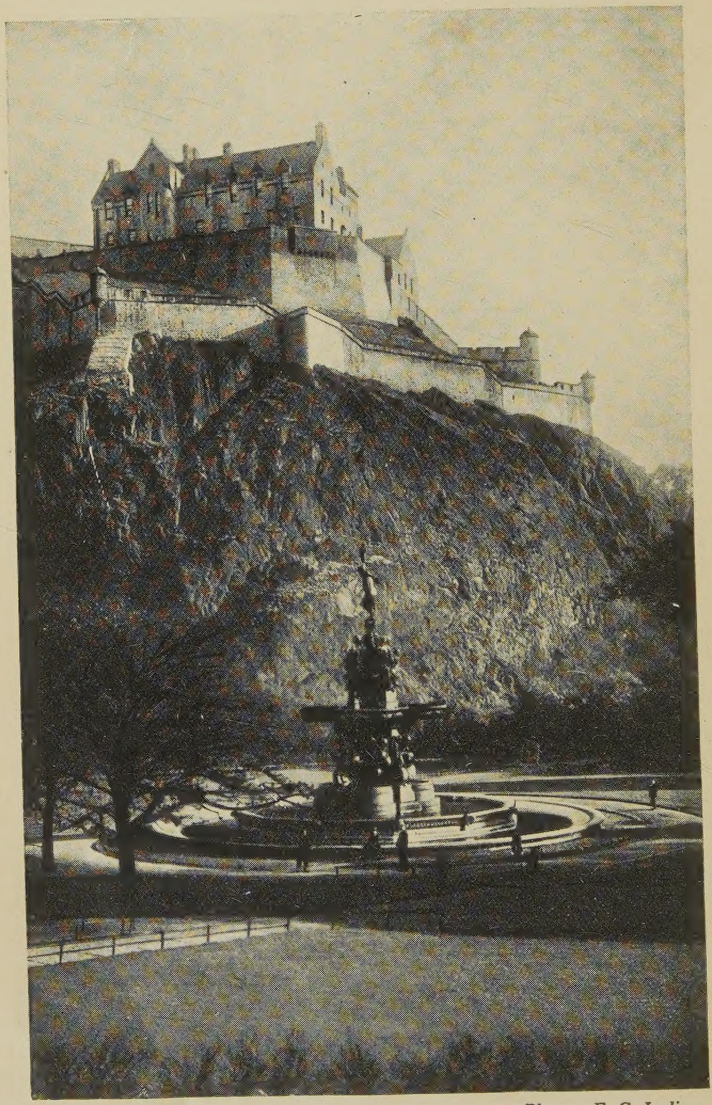

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Edinburgh Castle.

SCOTLAND
FOR THE
MOTORIST

Written for the A.A.

BY

J. INGLIS KER
F.R.G.S., F.S.A.Scot.

NEW AND REVISED EDITION

WITH 16 HALF-TONE PLATES
A 16-PP. ATLAS IN COLOURS WITH KEY MAP
AND 10 PLANS

Published by
THE AUTOMOBILE ASSOCIATION
Fanum House, New Coventry Street, London, W.1
and
CASSELL AND COMPANY LIMITED
La Belle Sauvage, London, E.C.4

First Edition . . 1910
Second Impression . 1913
Third do. . 1922
Fourth do. . 1925
Second Edition . . 1927
Third Edition . . 1930
Fourth Edition . . 1932

Printed in Great Britain

INTRODUCTION

If we take a map of Scotland and draw a line from Carlisle to Berwick-on-Tweed, another from Glasgow to Edinburgh, and a third from Fort William to Inverness, we divide Scotland into three main divisions, each possessing strongly marked characteristics. These three divisions are adhered to in the Plan of *Scotland for the Motorist*, as follows :—

SOUTH.—Routes I. to XIII.

NORTH.—Routes XIV. to XXXII.

NORTH-WEST.—Routes XXXIII. to XXXVI.

To those who travel from the South into Scotland, it will be seen that the scheme of the book is to follow the principal roads northwards from the main points where the Border line is crossed at Carlisle, Carter Bar, Coldstream, and Berwick-on-Tweed, to Glasgow, Stirling, and Edinburgh. These roads traverse the "*South*" *division*. From these centres, the routes continue northwards by Oban, Perth, Pitlochry, Braemar, and Aberdeen, all converging upon Inverness. These roads embrace the "*North*" *division*. Beyond Inverness, we take the roads that run northwards by the West Coast to Tongue and along the Northern shores, and by the East Coast to John o' Groat's, with the roads linking up these two main routes. This section comprises the "*North-West*" *division*, and includes the counties of Ross and Cromarty, Caithness, and Sutherland.

* * * * * * *

While it is hoped that the Scottish motorist will find the book not altogether devoid of interest, it will be seen that its primary purpose is to enable the motorist from south of the Cheviots to find his way through Scotland by easy stages, affording him by the way a simple and useful commentary or "talk" upon the historical, antiquarian, and natural features associated

with the neighbourhood through which he is passing. It is scarcely necessary to explain that the work is not intended as an exhaustive guide-book. Within the compass of a publication of this kind, this obviously would have been impossible. By means of these brief notes, the writer can only hope to stimulate a deeper interest in the many historic memorials of Scotland's past, and help the motorist towards a wider knowledge of its beautiful scenery and romantic associations.

* * * * * * *

SOUTH.—In speaking of Scotland's many natural attractions, it would be wrong to assume, as many do, that these are only to be found in the Highlands. To the tourist who finds it inconvenient for lack of time to go North—that is, beyond Edinburgh, Stirling, or Glasgow—it cannot be too strongly emphasised that south of a line drawn across Scotland connecting these centres, there lies a land of great beauty and wistful charm, of sloping hills and murmuring streams, of venerable abbeys and weathered towers—a land over which Scott and Burns and Hogg, and many other Border minstrels, have cast their wizard spell.

From Melrose or Kelso one may explore the romantic land of Scott and the Abbeys of Melrose, Kelso, Jedburgh, and Dryburgh, where, within sound of chiming Tweed, "the lint-whites sing in chorus." From Dunbar and North Berwick roads carry us into the depths of the Lammermuirs, or by the winding shores of the old Scottish Sea, within sight of the ancient walls of Dirleton and Tantallon. From Selkirk or Hawick we may wander by the "dowie dens o' Yarrow" and "lone St. Mary's Loch," or seek the solitudes of Eskdale and the wilds of Liddesdale to the distant soft-backed sleepy hills of Cheviot. Westwards, winding byways pass from the romantic town of Ayr to old-world villages, rich in associations with the life and times of Robert Burns. Southwards again, from Dumfries and Newton-Stewart, we seek the golden shores of the Solway or the grey lands of Galloway and the mountain fastnesses of Loch Ken and Loch Trool.

A goodly land to wander in, a fair land to woo, whether by the bracing uplands of Clyde or the woodlands of Tweed, or by the green slopes of the Lammermuirs or the gentle

Eildon Hills. Every glen has its tale of Border feud ; every tower its grim story of strife and clash of morion and halbert ; every stream its lingering echo of Border minstrelsy and song. Gone are the brave old days of raiding and foray—" when all the blue bonnets went over the Border "—only remains the peace of the green hills and meadows, where white sheep wander. Its grey towers and castle walls no longer reverberate with bugle-notes of war. Only sheltering valleys and quiet flowing waters meet the eye, and tall woods with high romances blent stir softly in the upland airs. A warm and kindly welcome awaits all wayfarers who come within the spell of Borderland.

* * * * * * *

NORTH.—North of Stirling, where the great bulk of traffic from the south passes northwards across the River Forth, we encompass the Highlands of Scotland by the Great North Road to Inverness. This great arterial highway, lately reconstructed across the Grampians to the North, now ranks amongst the finest roads in Europe. The most popular centres on or near the route are Pitlochry, Newtonmore, Kingussie, Aviemore, and Grantown-on-Spey, all finely situated amidst scenes of mountain grandeur and moorland solitudes.

From such centres we may explore the windings of innumerable rivers—the Tay, Garry, Tummel, Spey, and, farther north, the Findhorn and Nairn—all rivers of surpassing beauty, each with a character of its own. Lochs lie scattered like jewels over all the land, and in them are reflected mountains wine-red with heather in early autumn or russet with dying bracken as the season wanes. There are mountain passes for the motorist across the dark lands of Badenoch and the sombre heights of Lochaber, where only the eagle and the shepherd on the hill shall mark his progress. There are fertile glens and straths, reclaimed and held by the toil of countless generations. Everywhere there are tales of Highland feud and the flash of the fiery cross on the hill-tops, of the wars of Montrose and Argyll, of the Rebellions of '15 and '45, of the adventures of Prince Charlie, and the sad refrain of " an auld sang " in the whispering winds that wander over dark Culloden Moor.

Westwards by Inveraray, Oban, or Fort William, we seek the golden shores of the Atlantic, aglow with the setting of the western sun, and laden with the mystic legends and traditions of the Celtic race. Within sound of its breakers we feel the salt tang of the sea as the road winds by the steep shores of Cowal and Argyll. Everywhere are roads and paths that encircle its sunlit bays and inland lochs, penetrating the purple hills of Lorne and Benderloch, or reaching far into the gloomy depths of Glencoe and Glen Etive, or skirting the wooded banks of Loch Awe and Loch Fyne.

Eastwards, from the Fair City of Perth, by the Ochil and Lomond Hills that guard the Kingdom of Fife, or by the white shores of Forth northwards by the coast to Aberdeen; again from the Granite City by the valleys of the Dee, the Don, or the Deveron, our roads spread fan-wise to the shores of the Moray Firth and Inverness. The East Coast differs greatly from the West, but its rich brown soil and green pasturelands and meadows, watered by numerous streams, its finely wooded parks and stately mansions, its venerable Cathedrals of St. Andrews, Brechin, and Elgin, its ancient castles and towers—too numerous to mention—all provide the tourist with many features of absorbing and romantic interest. Many pleasant and enjoyable days may be spent on the East Coast at such centres as Elie, St. Andrews, Montrose, Arbroath, Stonehaven, and Aberdeen, while Kirriemuir (the "Thrums" of Barrie's *Little Minister*), Blairgowrie, Coupar-Angus, and Forfar offer the visitor a rich variety of pastoral and woodland scenes, netted in silver mist. North and west of Aberdeen we have such delightful golfing centres as Spey Bay, Lossiemouth, Forres, and Nairn, within sight of the great expanse of the Moray Firth and the distant hills of Sutherland.

* * * * * * *

NORTH-WEST.—From such centres as Strathpeffer, Dornoch, Bonar Bridge, Lairg, Ullapool, and Lochinver the motorist in a week will have seen perhaps more of beauty and interest than is crowded into any similar small space in the country, but unless an inquiring mind carries him further than to a study of routes and gradients, he will have grasped little of the significance of what his eyes have rested upon. Grim

as its majestic peaks of Ben Attow, Ben Loyal, Ben Wyvis, and Mam Soul, and dark as its vast forests of Glen Affric and Glen More, is the history of these mountain-lands that lie beyond the Capital of the Highlands. Mystic as its silent island-dotted lochs at twilight are its ancient tales of feud between Mackays and Munros, and Reays and Chisholms, of Norse invasion and Viking conquest.

By Lochinver and Scourie and around Lochs Tongue and Erribol, dawn and sunset come over the moors and windy hills in solemn beauty "like slow old tunes of Spain." Along the North Coast, precipitous rocks and "stacks" rise sheer from the restless sea. Everywhere there is water—no part of the road is far from the sea. It stretches its arms far inland, and in the perilous waters to the westward lie the Hebrides, golden and rosy in the sunset as the Isles of Greece. Little paths seek the sleepy hollows, "where caged winds slumber," or climb upwards across the brooding moorlands.

The East Coast road from Inverness to John o' Groat's winds within sight of the sea, and, while the mountainous features of the West and North Coasts are absent, the road is of absorbing interest to lovers of pastoral and woodland scenery, affording a fine setting to the indented coast-line beyond which lies the blue expanse of restless ocean, where white-sailed ships glisten in the sunshine.

The country north and west of Inverness is more extensively described in this edition than in previous issues, as the roads are now being gradually improved, and better ferry facilities are given on the West Coast. Hotel accommodation is still limited, and the motorist would be well advised to secure rooms well in advance, if he wishes to avoid disappointment, by communicating with any of the A.A. Offices given on page 10.

* * * * * * *

A quarter of a century's familiarity has not robbed the motor car of its wonder. Those of us who are old enough to have lived in a pre-automobile era—the horse age—cannot rid ourselves of the feeling that there is magic at work. The possibilities it places at our disposal still seem incredible, so that we think of it as a magic carpet by which we are raised

above the everyday and the commonplace and wafted, gently and swiftly, to " fairy lands forlorn."

* * * * * * *

If the following pages contribute in any degree to the further enjoyment and interest of the Members while touring in Bonnie Scotland, the aim of the Committee and Officials will have been accomplished. It will be noted, and it has already been commented upon by Members, that the roads described all lead *northwards* from the South. No provision is made for the return journey. The obvious explanation—tempered it may be with a reluctance, common to all of us, to allow ourselves to think of the return journey—is that to describe the roads from John o' Groat's southwards would increase the size of the book beyond convenient dimensions. The real explanation, of course, is that we do not wish the visitors from the South to leave us, once they get to Scotland—at least while summer days are with us, the blue hills beckon and the white road is calling.

J. INGLIS KER.

43 George Street,
Edinburgh, *July* 1927.

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The Association has offices in Paris, at 20 bis Rue Lafayette, and on the Riviera, at Nice—Rue Massenet, the Headquarters of the Nice Automobile Club. Every A.A. member visiting the South of France is eligible for temporary membership of the Club at a specially reduced subscription of one guinea for each season.

WHAT THE AUTOMOBILE ASSOCIATION DOES FOR ITS MEMBERS

THE Automobile Association, founded in 1905, is the largest motoring organisation in the world, possessing, as it does, an *individual* membership of over 400,000.

Why it was formed.

The A.A. came into existence as a direct result of constant persecution of motorists during the early days of motoring, when it was almost impossible to go anywhere in a motor-car without receiving summonses for exceeding—sometimes by a mere fraction—the legal speed limit of twenty miles per hour.

The worst district for such prosecutions was the road from London to Brighton, and, in order to meet the situation, some public-spirited motorists organised and maintained, at their own expense, from Easter 1905 onwards, a small cyclist Patrol Service of less than a dozen men, whose task it was to warn all passing motorists of the existence of police traps.

This experiment was successful, and so many motorists were enabled to use this particular road without an aftermath of summonses and fines, that it was decided, in August of that year, to put this work upon a permanent basis, with the result that the Automobile Association was brought into existence, with a tiny membership of less than a hundred.

How it has grown.

Its services to motorists " on the road " were so thoroughly appreciated, that within two or three years its membership ran into thousands, and to-day, by virtue of its huge membership, it is able constantly to patrol practically every main road and a large proportion of the secondary roads in the British Isles.

The simple cyclist service on the Brighton Road has developed into a road organisation, with a large *personnel*, a considerable proportion of whom are mounted upon motor-cycle combinations, known as " Road Service Outfits," in addition to the patrol using pedal cycles.

Night—as well as Day Service.

A recent development has been the provision of Road Service Outfits, specially designed for patrolling the roads after dark—up to midnight during the winter months, and up to 1 a.m. during the summer months. This extension of the A.A. Road Service has proved most valuable in connection with present-day motoring, which is not confined to seasons or to daylight hours, as it was in earlier days, when motor vehicles were not so comfortable or reliable for use on long journeys, in any weather.

Roadside Telephones.

Several years back the A.A. Road Service was supplemented by the erection, at carefully selected points on the main roads, of a number of Roadside Telephone Boxes, which enabled members to communicate with hotels, for booking in advance accommodation or meals; with repairers, if replacements were necessary and had to be brought to them; and, if need be, to communicate urgent messages to home or business. This A.A. Roadside Telephone System has been gradually extended, until to-day the boxes are to be found in every part of Great Britain.

A.A. Road Signs.

In conformity with its policy of making motoring safe, pleasant, and interesting, the Association has for many years erected many thousands of Road Signs of various descriptions, conveying road warnings and directional information. One of the most interesting and practical A.A. Road Signs is undoubtedly the village sign, which, erected near entrances to villages, informs motorists exactly where they are, and denotes the mileage to the nearest important points in both directions. Over 20,000 village signs have now been supplied, and it is the intention to denote in this manner the name of every village on every road frequented by motorists. Recent additions to A.A. Road Signs include "Safety Posts," which, by their red or white reflections, assist motorists during fog or after dark to keep to the right side of the road at curves and junctions; also "Advance" and "Loopway" direction signs.

What it does for Members

What Road Patrols Do.

Reverting to the Road Patrol Service, it may be interesting to state what the patrols do for members. They give road information to members travelling on strange roads ; indicate the best roads in regard to surface conditions, and enable members to avoid unsatisfactory roads ; they stand ready to give all possible assistance in connection with minor adjustments ; will obtain replenishments from nearby garages, and, if the breakdown is very serious, do everything necessary for obtaining skilled assistance from repairers.

Road Service Outfits.

The Road Service Outfits (which consist of motor-cycle combinations, carrying in their boxes an equipment of tools necessary for dealing with minor repairs ; spares, in the shape of ignition plugs, driving belts, etc., tins of fuel, oil and water) are, in addition to being able to render services additional to those provided by the ordinary cyclist patrols, able either to cover longer beats or to patrol specified beats more thoroughly, in accordance with the volume of traffic on the road.

The Value of the A.A. Night Road Service.

The Night Road Service machines are to be found in all parts of the country ; this valuable service will be still further increased as required.

Some of the outstanding services which these Night Road Service Outfits are able to render are the leading of cars into towns through dense fogs ; stopping cars proceeding without the necessary front or rear lights, and, if necessary, lending members oil lamps to enable them to proceed.

Other Benefits of Membership.

Although the A.A. is primarily a road organisation, a number of additional services, all appertaining to the use and ownership of motor vehicles, are available to members.

Free Legal Defence and Advice.

Free legal defence by the Association's solicitors is afforded in any Court of Summary Jurisdiction in the United Kingdom in respect of alleged offences under the Road Traffic Act and Regulations, also the many technical points raised under the Registration and Licensing Regulations. Free legal representation by the Association's solicitors is also given

in approved civil cases arising out of the use or ownership of privately owned motor-cars or motor-cycles. The value of this service will be appreciated when it is realised that the most careful motorist may have the misfortune technically to infringe the law on some point or other. Apart from the several pitfalls in the Acts and Regulations governing the use of motor vehicles, there is the ever-present possibility of a charge being preferred purely as a result of mistaken opinion on the part of those employed in the enforcement of the law

Free legal advice is given in connection with accidents, the purchase of vehicles, damage done by third parties, garage-building regulations, petrol storage, charges for repairs, and in connection with Registration and Licensing Laws, etc.

Touring—at Home.

The A.A. Home Touring Department supplies members with detailed itineraries for any journey or tour. This service is free of all charge. A direct route for a business journey or an extended pleasure tour where scenery and objects of interest are primary considerations, and a series of drives from a holiday centre are all in the daily work of the Touring Department. Moreover, these facilities are directly obtainable from all the A.A. Area Offices, in addition to the Headquarters in London.

Touring—Abroad.

The Foreign Touring Department renders tours abroad easy, and removes all troubles and obligations in regard to the formalities which must be observed at ports and frontiers. In the event of a foreign tour being contemplated, it is only necessary to consult the Foreign Touring Department at the London Headquarters, or at any of the A.A. Area Offices, and obtain, in advance, the documents which will ensure a tour which runs smoothly from the time of departure to the moment of arrival home. The A.A. service will cover general advice upon the contemplated tour, indicate the best roads to take, include special route sheets, and full details of the regulations which must be observed in each country traversed. All the necessary documents, such as triptyques, carnets, or customs tickets, and international travelling passes with plates, are supplied, so that, equipped with the A.A. Foreign Touring Wallet, the passage from one country into another involves no more than a momentary halt at the frontier.

What it does for Members

For the convenience of members, the Association has initiated a simple scheme, under which members lodge with the A.A. a deposit only in respect of foreign customs dues ; an approved banker's indemnity or Customs Guarantee being accepted to cover the balance.

At all principal ports on this side, and corresponding ports on the Continent, A.A. interpreters in uniform meet touring members, and assist them on their outward and returning journeys.

A.A. Hotels.

With a view to further ensuring the comfort of members while on tour, the Association has instituted a system of classification by stars, so that members will be better able to select hotels meeting their individual requirements, as regards cost of accommodation, meals, garage facilities, etc.

A.A. Garages.

Agents and repairers are distributed throughout Great Britain in all the important cities and towns, and in numerous hamlets at intervals of a few miles along every main road in the kingdom. Each agent has been appointed and classified on a basis of stars after the facilities offered by such agents, and their ability to serve members efficiently has been verified by an inspection made by qualified A.A. officials.

Information as to agents' garage accommodation, facilities for repairs (whether open at night-time or on Sundays), telegraphic addresses, and telephone numbers, etc., is concisely tabulated in the Handbook issued annually to members. The agents engage themselves to pay special attention to the requirements of members, who may utilise them for purposes of receiving messages, telegrams, etc., if necessary.

Engineering Assistance.

Yet another useful service is that afforded by the A.A. Technical Department, which assists members in selecting and buying new or second-hand vehicles, or disposing of them ; advises on the fairness of repairers' charges, and generally helps members in regard to maintenance matters and the cost of upkeep.

The A.A. Leads !

Finally, and by way of recapitulation, the Automobile Association has always led the way in providing up-to-date

services for its members. In regard to Road Service, it initiated the first Road Patrols. It instituted the first Roadside Telephones, which are now to be found everywhere in Great Britain.

Road Service Outfits were another A.A. innovation, and this service was followed by the institution of Night Road Service Outfits working on many of the main roads. Roadside Fuel Stations were another Road Service first initiated by the A.A.

The A.A. was the first motoring organisation to provide free legal defence in any Court of Summary Jurisdiction *anywhere* in the United Kingdom, in respect of contraventions of the Motor Car Act.

Such is only part of the record of the A.A. to date; it will provide additional practical services as the need for them arises.

ANNUAL SUBSCRIPTIONS

There are ten classes of members, viz.:

1. Ordinary (Car Members). 2. Motor-cyclists and Small Car Owners. 3. Supernumerary. 4. Colonial. 5. Foreign. 6. Life. 7. Irish. 8. Industrial Vehicle Owners. 9. Firms. 10. Dual.

The annual subscriptions for such members are as follows:—

1. Ordinary car members, £2 2s.; entrance fee, £1 1s.; badge fee, 7s. 6d.

2. Motor-cyclists and small car owners, and owners of three-wheeled vehicles, £1 1s.; entrance fee, 10s. 6d.; badge fee, 4s. 6d.

The special subscription rates for motor-cyclists and small car owners are only applicable whilst the specified type of motor vehicle is used; otherwise the full (£2 2s.) rate must apply.

3. Members remaining temporarily abroad may retain their membership and badges upon payment of a supernumerary subscription of one-half guinea per annum.

4 and 5. Colonial and Foreign members, £2 2s.; badge fee, 7s. 6d.

6. Life membership, one payment of twenty-five guineas.

7. Irish: car, £1 1s.; entrance fee, £1 1s.; badge fee, 7s. 6d. Motor-cycle, 10s. 6d.; entrance fee, 10s. 6d.; badge fee, 4s. 6d.

8, 9, and 10. Industrial vehicle owners, Firms, and Dual, £2 2s. Irish, £1 1s.; badge fee, 7s. 6d.; entrance fee, £1 1s.; badge fee, 7s. 6d.

ROUTE I

CARLISLE to GLASGOW

By Beattock and Hamilton—95 Miles

DISTANCES ALONG THE ROUTE

Carlisle to	Intermediate Miles	Progressive Miles
Gretna Green	9½	9½
Ecclefechan	9¼	18¾
Lockerbie	5¾	24½
Beattock	14	38½
Summit	10½	49
Crawford	5½	54½
Abington	3	57½
Douglas Mill	9	66½
Lesmahagow	5½	72
Larkhall	8	80
Hamilton	3½	83½
Bothwell	2½	86
Uddingston	1½	87½
Tollcross	4	91½
Parkhead	1½	93
Glasgow	2	95

CARLISLE (pop. 52,710)—the "Merrie Carlisle" of the Border ballads—is beautifully situated on the River Eden (which flows into the Solway), about 9 miles from the Scottish Border. Its history may be traced as far back as the days of the Roman occupation, when it was an important station. At a later period it was a Royal residence of the British Kings of Cumbria, a kingdom which extended from the Clyde to Wales. Sacked by the Angles of Northumbria, destroyed by the Danes and restored by William the Conqueror, the scene of many tragic episodes in the turbulent days of Edward I. and King Robert the Bruce, the town figured prominently in the long series of wars which followed between the two nations. The most interesting buildings in the city are the Cathedral and the Castle. The Cathedral was begun by William Rufus and completed by Henry I. Here Robert the Bruce swore allegiance to Edward I. in 1297. Ten years later the "usurper" of the Crown of Scotland, as he was called, was accursed by the Papal Legate, the English King vowing vengeance from the steps of the Cathedral. Leaving the litter on which he had been carried north, he mounted his horse, and rode off on his last attempt to subdue the Scottish nation, with what result everyone knows. It was in this Cathedral that Sir Walter Scott was married to Miss Carpenter in 1797. The Castle was founded by William Rufus in 1092. Above the inner gateway of the stronghold may still be seen the narrow room in which

David I. of Scotland—whose Scottish kingdom at that time included Northumberland and Cumberland—passed away. Here Mary Queen of Scots, after her defeat at Langside, near Glasgow, was imprisoned for eleven months. The town was captured by Prince Charlie and his men on their march into England, the first stage of the '45 Rebellion.

Leaving Carlisle by the Great North Road, the tourist crosses the bridge over the Eden, and the grey mountain-land of Scotland gradually comes into view. On the left stretch the golden sands of the Solway, beyond which rise the slopes of Criffel Hill near Dumfries. Six miles from Carlisle the route crosses the River Esk—on its way to the Solway—and enters what is known as the "debatable land," the scene of many a fierce fight between the two kingdoms. On the right lies Solway Moss, where, in 1542, an army of 10,000 fierce Border men, refusing to serve under Oliver Sinclair—a favourite of Scotland's King—were routed by 3000 English spearmen under Dacre and Musgrave. During the Great War this area was covered by Government munition works.

Passing Gretna Junction, the road crosses the River Sark—9 miles from Carlisle—and enters Scotland. Soon after crossing the Sark the route continues to the right through the little hamlet of

GRETNA GREEN (pop. 2969), the scene of many romantic runaway marriages. Here the "priest"—a local postman or blacksmith—presided over the ceremony, and united wayward couples in holy matrimony. In 1856, when it was enacted that one of the parties must have resided in Scotland at least three weeks, the practice ceased, though marriages in Scotland to this day may be duly solemnised with the same simple formula as that adopted by the "priest" of Gretna.

The route proceeds through pastoral scenery, rich in wooded glens and quiet-flowing streams. In the beautiful Kirtle Glen (3 miles from the main road) stands the old churchyard of Kirkconnel, where rests "Fair Helen" of the well-known ballad, "Kirkconnel Lea." Passing through Kirkpatrick and Kirtlebridge, the route crosses the Mein Water and enters

ECCLEFECHAN (pop. 680), a quiet, clean-looking village, where Thomas Carlyle was born in 1795, and where, in the churchyard, the great philosopher lies buried. All students of Carlyle will readily recognise the "Entephul" ("Duckpond") of *Sartor Resartus* on visiting this secluded hamlet, and find little change in its appearance from Carlyle's description of it. Thousands of visitors have found their way to the old Arched House from all parts of the world, nor does the interest in the birthplace of the Sage of Chelsea grow less with the passing years. To the left of the village winds the romantic valley of the Annan, where stands the finely situated mansion, Hoddam Castle, the "Redgauntlet" Castle of Scott's novel. The tower is all that is left of the original building. Here, according to Jocelyn of Furness, after the Battle of Arthuret in 573, the

great British chief, Rhydderch Hael, brought St Mungo back from Wales, and at this spot the patron saint of Glasgow lived for eight years.

The route continues by level, well-made roads, and shortly after crossing the "Milk," flowing into the Annan, enters

LOCKERBIE (pop. 2344). The town is the centre of large agricultural interests, and great lamb fairs were formerly held here, as many as 30,000 to 50,000 lambs being sold at a single market. The tourist desirous of going west to Dumfries (14 miles) passes through Lochmaben (pop. 989) (4 miles from Lockerbie), an ancient fortress and Royal Burgh, in which it is said King Robert the Bruce was born.

Continuing northward through the main street of Lockerbie, the route passes through the picturesque hamlets of Nethercleugh, Dinwoodie, and Wamphray—all pleasantly situated in the valley of the Annan. After crossing the Annan, the road gradually ascends for about 5 miles, and enters the village of

BEATTOCK. A quarter of a mile beyond the village, at the fork roads, the route continues to the left, the road to the right leading to Edinburgh by Moffat (Route IX., page 76). At the junction of the roads a road strikes off to the south-west for Dumfries—19 miles.

The route now enters the valley of the Evan (flowing into Annandale) and steadily continues to ascend by a finely made road of excellent surface. The steepest part of the climb, near the top, has a gradient of 1 in 16.

SUMMIT (1029 ft.). At this elevation a fine expanse of mountain and river scenery is obtained on a clear day. In front stretches the fair valley of the Clyde; the Lowther or Leadhills rise in rounded slopes to the left; on the right the bleak mountain-lands of Hart Fell, Broad Law, and Dollar Law stand out in wild profusion. The gradual and easy descent by a wide, well-made road—one of Thomas Telford's finest achievements—affords the motorist an exhilarating spin. At the foot of the hill the road passes, a little to the left, the village of Elvanfoot, now a popular holiday resort among the hills.

> Nearing the village, the tourist will observe a road winding through the hills on the left. By this route an enjoyable mountain run may be made by the Dalveen Pass to Thornhill (Route II., page 28).

CRAWFORD (pop. 498) is one of the most bracing villages in the Upper Ward of Lanarkshire and a favourite summer resort of holidaymakers from Glasgow and Edinburgh. The ruins of Crawford Castle, associated with James V., and part of the old farmhouse of Castlemains (the home of the Welshes, Mrs Carlyle's ancestors) may be seen on the opposite bank of the river. From Crawford to Abington the road winds through the valley of the Clyde. Soon after crossing Glen-

gonnar Water and before entering Abington a road strikes off to the left in a south-westerly direction by Leadhills and Wanlockhead to Sanquhar and Dumfries (Route II., page 28).

ABINGTON (pop. 707) is a favourite health resort and an excellent centre for the motorist who wishes to explore

> "The pleasant banks of Clyde,
> Where orchards, castles, towns, and woods
> Are planted side by side."

It was at the little wayside Inn of Abington, in 1839, that Prince Louis Napoleon, who was one day to ascend the throne of France, took his supper by the kitchen fire. At the finger-post at the northern end of the village a road strikes off to the right for Stirling and the North (Route VI., page 50). This route is recommended to tourists on their way to the North, if they do not wish to pass through Glasgow or Edinburgh. About 2 miles from Abington along this route a fine road strikes off to the right by Biggar to Edinburgh (Route VI., page 50).

Crawfordjohn. An interesting route strikes off to the left from the Abington-Glasgow Road about a mile and a half north of Abington, by Duneaton Water, passing the old-world village of Crawfordjohn, once famous for curling-stones. Crossing Duneaton Water, the route rises over the hills by a good road and descends through the valley of Crawick Water, joining the Dumfries-Glasgow Road about a mile north of Sanquhar (Route II., page 29).

The route to Glasgow from Abington (left at the cross-roads at the northern end of the village) continues by an excellent road to the fork roads known as

DOUGLAS MILL. Nothing now remains of the ancient mill, but about 2 miles to the left, on the Ayr Road, stands the old-world village of Douglas (pop. 1337) in the beautiful Douglas Valley. For centuries Douglas was the ancient home of the powerful Douglas family, whose influence for a long period in Scottish history rivalled that of the Crown. The venerable Church of St. Bride, in which many of the family are buried, stands in the centre of the village, and the ancient building is preserved with a zealous care by the present owner of the estates, the Earl of Home. A silver case, containing the dust of what was once the heart of the good Sir James Douglas, the faithful friend of King Robert the Bruce, is a treasured relic, while in the Choir above is the once-magnificent tomb of the famous warrior himself. In another silver case is enclosed the heart of Archibald "Bell the Cat." Near Douglas Castle, the stately residence of the Earl of Home, and about a mile from the Church, is the ruined Tower of the old Douglas Castle, the scene of many tragic incidents in early Scottish history. Sir Walter Scott, in *Castle Dangerous*, recalls a few of the stirring episodes with which the building is associated. From the time of Bruce until the middle of the fifteenth century its

story, and that of its owners, is closely bound up with the national history.

About half a mile north of the cross-roads at Douglas Mill, a picturesque road through the Douglas Valley strikes off to the right for Lanark, Carstairs, and Edinburgh (Route VI., page 51).

From Douglas Mill the road crosses Poniel Water, and after a straight run over Broken Cross Muir, it gradually descends to the valley of the River Nethan. The route passes within a short distance (on the left) the village of

LESMAHAGOW (pop. 2509), a place of great antiquity. Tradition has it that in the sixth century a Culdee missionary planted his cell in the neighbourhood, and from his name, "Machute" or "Mahagu," the place is supposed to derive its title. In 1140 the monks of Kelso, impressed with its natural beauties, erected a Priory here, the building being dedicated to St. Machute, and this gave the village its more commonly received name, Abbeygreen.

The road from Lesmahagow continues past Blackwood Station, where it gradually rises to 623 ft. at Cander Moss, and descends into the wooded valley of the Avon, through the mining town of

LARKHALL (pop. 14,055). For tourists who wish to avoid the congested thoroughfares through the mining districts of Larkhall and Hamilton, a picturesque detour is recommended by Stonehouse, Strathaven, East Kilbride, Busby, Cathcart, and Glasgow. This route strikes off to the left along the valley of the Avon about 2½ miles south of Larkhall.

From Larkhall the route to Glasgow follows the tramlines. (About 2 miles after leaving Larkhall a beautiful road strikes off to the right through the fertile orchards of Clyde valley to Lanark (Route VI., page 52).

HAMILTON (pop. 39,420). Within 1½ miles of the busy town of Hamilton, on the left, stand the romantic ruins of Cadzow Castle, situated on a rocky precipice overhanging the tree-clad banks of the Avon. The Castle was an ancient seat of the Hamilton family, and was a place of considerable importance in the days of Alexander II. and Alexander III., who held their Courts here. It was destroyed by the Regent Moray after the Battle of Langside. The tragic (some say mythical) story by which the place is best known is thrillingly told by Scott in his ballad of "Cadyow Castle." On the opposite bank of the river is an interesting reproduction of Chatelherault, the French chateau from which the Duke of Hamilton takes that title. Among the gaunt, spectre-like trees in the High Park—all that remains of the famous Caledonian Forest—are still preserved a large number of white cattle, descended from a famous breed of Scottish wild cattle, milk white, with black muzzles, horns and hoofs, many of which were destroyed on account of their ferocity.

The thriving town of Hamilton is pleasantly situated near the junction of the Avon and the Clyde. The town dates from the early part of the fifteenth century, and was built on the site of an older town, little of which remains. It stands in the centre of the extensive coalfields of Lanarkshire, Scotland's Black Country. The town is rich in historic associations, the Hamilton family, closely related to the Royal House, playing an important part in Scottish history, particularly in the reign of Queen Mary. During the Civil War it was the headquarters of Cromwell's troops. In the Covenanting struggles it was the rendezvous of the victors at Drumclog, and of the fugitives from the Battle of Bothwell Brig. Hamilton Palace, once the chief seat of the Duke of Hamilton, stood in the midst of beautiful grounds a little beyond the town on the right of the road to Glasgow. It originally consisted of a single stronghold, built in 1591, and the later magnificent building was finished in 1826. As the result of damage through coal undermining, it has been demolished ; and the art treasures which it contained—the remains of the famous Beckford collection—were disposed of at Christie's in November 1919, one picture alone (Romney's portrait of Beckford's daughters as children) realising £54,600. The grounds, which extend to 1400 acres, contain a Mausoleum, an ornate erection designed by David Bryce after the Mausoleum of the Emperor Hadrian at Rome. In the mining village of Blantyre (pop. 16,671), about 3 miles from the town, stands the house in which David Livingstone, the famous African explorer and missionary, was born in 1813. About three-quarters of a mile from the village the ruins of Blantyre Priory, founded by Alexander II., and referred to in Jane Porter's *Scottish Chiefs*, stand on a lofty rock looking over the Clyde to Bothwell Castle. The old Priory was the scene, according to tradition, of one of Wallace's many gallant deeds, and a subterranean passage, connecting it with Bothwell Castle, is the subject of many legends.

BOTHWELL BRIDGE. Continuing along the tramlines past the policies of the Duke of Hamilton (on the right), the route proceeds over Bothwell Bridge, where a monument commemorates the Battle of Bothwell Brig, in 1679, when 4000 Covenanters were routed by Charles II.'s forces under the Duke of Monmouth. The fight is described by Sir Walter Scott in *Old Mortality*. The Covenanters suffered disastrously, and about 1200 prisoners were dragged off to Edinburgh to suffer great hardship in an open prison in Greyfriars Churchyard. The old bridge, which was originally only 12 ft. wide, and rose steeply to a central archway, was reconstructed in 1826. About a mile east of the bridge is the site of Bothwellhaugh, the seat of James Hamilton, a cadet of the house of Hamilton. After the Battle of Langside, when Queen Mary's troops were defeated by the Regent Moray, Hamilton's estates were seized by one of Moray's favourites, who, it is said, turned out his wife on a cold night, starving and naked. The woman went mad, and the injury was afterwards avenged by

Hamilton, who shot the Regent in Linlithgow. The story is the theme of the ballad of "Cadyow Castle," referred to on page 21.

BOTHWELL (pop. 3511). Adjoining the Parish Church (on the right) is the Choir of an old Collegiate Church, founded in 1398 by Archibald "The Grim," Earl of Douglas, whose daughter was married within these walls to that Duke of Rothesay whose miserable end is described in Scott's *Fair Maid of Perth.* Joanna Baillie, the poetess and dramatist, was born in Bothwell Manse; her father, Dr. James Baillie, was minister here for some years and afterwards Professor of Theology in Glasgow University.

Close to the town is Bothwell Park, in which is a modern seat of the Earl of Home. Near the house stand the ruins of Bothwell Castle, on the banks of the Clyde. The Castle, one of the few remaining thirteenth-century castles in Scotland, was the scene of stirring events in the reigns of Edward I. and the Jameses; it belonged successively to the Morays and Douglases, and latterly to the Earl of Bothwell, the husband of Queen Mary. The ruin is one of the finest of its kind in Scotland, and covers an area 234 ft. in length and 99 ft. in breadth.

The road continues slightly downhill, with the grounds of Bothwell Castle on the left, and enters Uddingston and proceeds by Parkhead Cross to

GLASGOW.

ROUTE II

CARLISLE to GLASGOW

By Dumfries and Kilmarnock—113¾ Miles

DISTANCES ALONG THE ROUTE

Carlisle to	Intermediate Miles	Progressive Miles
Sark Bridge	8½	8½
Annan	8¾	17¼
Cummertrees	3½	20¾
Dumfries	13¼	34
Auldgirth Bridge	7¾	41¾
Closeburn	4¼	46
Thornhill	2½	48½
Carronbridge	1¾	50¼
Enterkinfoot	4	54¼
Menock	4¼	58½
Sanquhar	2	60½
Kirkconnel	3½	64
New Cumnock	8	72
Cumnock	5¼	77¼
Auchinleck	1¾	79
Howford Bridge	3¼	82¼
Mauchline	1¾	84
Hurlford	6¾	90¾
Kilmarnock	2	92¾
Fenwick	4¼	97
Summit	4¼	101¼
Newton Mearns	5½	106¾
Glasgow	7	113¾

CARLISLE. This route proceeds as in Route I. (page 17) as far as

SARK BRIDGE, where at the fork roads beyond the Bridge the route strikes off to the left. The road continues by gentle undulations, within sight of the far-stretching sands of the Solway, through Rigg and Dornock, and enters the busy town of

ANNAN (pop. 3928), situated on the banks of the Annan, flowing into the Solway. On the site of the Town Hall once stood a Castle of Robert the Bruce, and near at hand in a little side street the eminent preacher and friend of Carlyle's boyhood, Edward Irving, was born in 1792. Carlyle himself was educated at the Grammar School before going to the University of Edinburgh. The principal scenes of Scott's *Redgauntlet* are laid in the town and neighbourhood.

Passing over the River Annan, the route proceeds at the cross-roads to the left. The road straight on is also a good

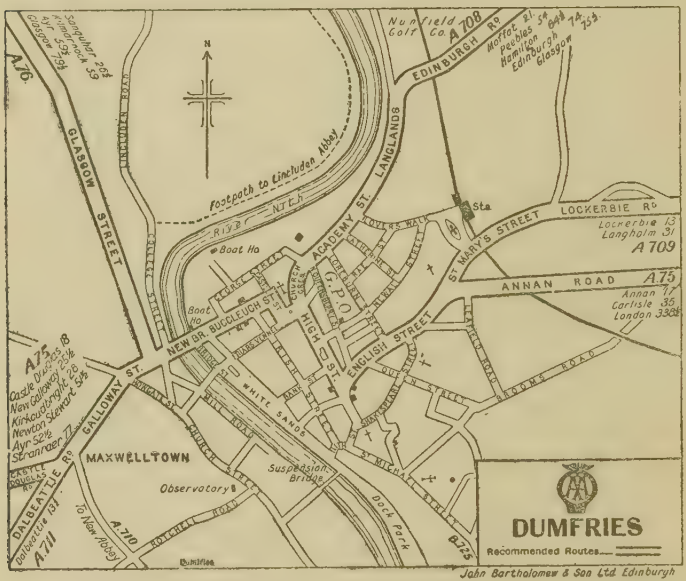
road to Dumfries by Carrutherstown, but the left road has many interesting features and offers some fine glimpses of the Solway and the distant Cumberland hills. Passing through pleasant woodland scenery, we reach the little hamlet of

CUMMERTREES, near which Robert the Bruce was defeated by the English in a skirmish. To the right stands Kinmount House, formerly a seat of the Marquis of Queensberry. A little farther on, the route passes through the quaint old village of Ruthwell, where Dr. Duncan, Founder of Savings Banks, was minister in the Parish Church. In the Church stands an ancient Runic Cross, one of the finest standing crosses in Europe, dating from Anglo-Saxon times, and now preserved under the Ancient Monuments Act. It is covered with curious bas-relief inscriptions and designs of birds, beasts, and other characters, forming a quotation from "The Holy Rood: a Dream," attributed to Cynewulf and probably of Northumbrian origin and writing in the eighth century. Other authorities have traced the authorship to Caedmon. The Knights of St. John of Jerusalem and Malta had a chapel, cemetery, and lands here. At Ruthwell a byroad on the left leads to the imposing ruins of Caerlaverock Castle, the stronghold of the Maxwells, one of the oldest families on the Borders. The Castle was rebuilt in 1425, and was a favourite residence of Scottish Kings. It suffered considerable damage at the hands of the English, the Covenanters, and Cromwell. In the churchyard, near the Castle, is the grave of Robert Paterson, the "Old Mortality" of Scott, who wandered about the countryside renewing the inscriptions on the tombstones of the Martyrs of the Covenant.

From Ruthwell the road is fairly level and the surface excellent. Crossing the wide expanse of Lochar Moss, the route passes through Clarencefield, Mouswald, and Collin. The whole neighbourhood is of absorbing interest to the antiquarian and historian, as many ancient ruins, stones, and towers testify to the Roman occupation and, in a later period, to the incessant struggles amongst the Douglases, Maxwells, and Johnstones.

DUMFRIES (pop. 15,728) is handsomely sited along the eastern bank of the Nith. "The Queen of the South," as Dumfries has been styled, is the largest town in the South of Scotland, and its historic and literary associations, combined with the natural beauty of its surroundings, offer many attractions to the tourist. In 1186 William the Lion made it a Royal Burgh, and King Robert the Bruce enlarged the Burghal rights. The Minorite Convent, founded in the thirteenth century by Devorgilla, mother of John Baliol, King of Scotland, was the scene, in 1305, of the fight between Bruce and the Red Comyn (a rival of Bruce's for the Scottish Crown), when the latter was slain on the altar steps. The oldest of the three bridges across the River Nith—of which

six of the original arches remain—was built by Devorgilla in 1280. It is now held in preservation by the Crown. The Castle, of which no traces are left, was built in the twelfth century, and suffered severely in the days of Edward I. and Bruce and in the successive wars with England. The Council Chamber contains the Siller Gun, a shooting trophy presented to the Incorporated Trades of Dumfries by James VI. in 1617. But the chief interest of the town is its association with the last few crowded years of the life of Robert Burns. In a



humble house near St. Michael's Church the Poet died in 1796. In 1815 the body was removed from the original grave to the beautifully executed Mausoleum erected to his memory. Here the "high chief of Scottish Song, whose lines are mottoes of the heart," found a last resting-place,

> "And while the lark sings sweet as air,
> Still may the grateful pilgrim stop
> To bless the spot that holds the dust."

The statue of Burns in Church Place was unveiled by Lord Rosebery in 1882. The town has many handsome buildings, including the Academy, where Sir J. M. Barrie, the novelist and dramatist, was educated. As a mark of the high esteem in which he is held in Dumfries, the citizens conferred upon the author of the immortal *Peter Pan* the Freedom of the Royal and Ancient Burgh in 1924. In the Commercial Hotel the room is still pointed out in which Prince Charlie had his headquarters in 1745 on his retreat from Preston, while the Globe Inn and King's Arms have close associations with

Burns. Across the Nith from Dumfries is its ancient "suburb," Maxwelltown, not, however, the Maxwellton celebrated in the well-known song, "Annie Laurie." Dumfries is the centre of important agricultural interests and within recent years of the motor and other industries.

Lincluden Abbey. Proceeding up the High Street of Dumfries, past the Burns Monument, and continuing through Castle Street and Buccleuch Street, the road crosses the Nith. Turning to the right after crossing the Bridge and about 2½ miles out, the ruins of Lincluden Abbey are seen on the right. The Abbey was founded in 1154, but nothing of that period remains save a few stones in the walls of the nave. It was built by Uchtred, Lord of Galloway, as a Convent, and after its destruction a new building was erected by Archibald the Grim, Earl of Douglas, the all-powerful Scottish Noble in the South of Scotland at that period.

Crossing the "New Bridge" over the River Cluden, flowing into the Nith near the ruins of the Abbey, the road proceeds to the right near "The Twelve Apostles," an interesting and fairly perfect circle of Standing Stones. The road to the left leads to Moniave, passing (about 2¼ miles) the little Church of Irongray. Here at the south-east corner of the Church stands the tomb erected by Sir Walter Scott in memory of Helen Walker, the prototype of "Jeanie Deans," the chief figure in *The Heart of Midlothian*. In the neighbourhood are many memorials of the troublous days of the Covenanters.

Further on by the banks of the Nith, opposite Dalswinton, the route passes the farm of Ellisland, which Burns leased in 1785, and where he wrote some of his finest songs, including "O' a' the Airts," "Ye Banks and Braes," "John Anderson my Jo," and the exquisite lyric, "To Mary in Heaven." Two lines of this song fittingly express the feelings of all to whom his memory is ever green:

> "Time but th' impression stronger makes,
> As streams their channels deeper wear."

Proceeding northwards, the route crosses the River Nith by

AULDGIRTH BRIDGE, which Carlyle's father, a stonemason, helped to build. The road winds through the beautifully wooded Nith Valley to

CLOSEBURN, near which stands Closeburn Castle, formerly a seat of the Kirkpatrick family, from which the Empress Eugénie of France is descended through her maternal grandfather. The romantic Crichope Linn, on the right, is described by Scott in *Old Mortality*, and is said to have been a haunt of Balfour of Burley in Covenanting times. The green slopes of the Lowther Hills come into view as the road winds through the valley, the peak on the right, Queensberry Hill, rising to a height of 2285 ft. Gradually ascending, the road enters the picturesque village of

THORNHILL (pop. 1577), in the market-place of which stands a pillared cross erected in 1714 by the last Duke of Queensberry. Thomas Carlyle was a frequent guest of the banker in the village; while at Templand, half a mile to the south-west, Burns often visited his friend Willie Stewart, Factor of Closeburn Estate, in praise of whose daughter he wrote the lines beginning "Oh! lovely Polly Stewart." From Thornhill there are some fine roads to the east leading through picturesque scenery into the heart of the grey lands of Galloway.

CARRONBRIDGE. Near Carronbridge, the magnificent residence of the Duke of Buccleuch, Drumlanrig Castle, almost hidden among the trees on the banks of the Nith—like a huge galleon in a billowing sea of woodlands—is seen on the left. The Castle was erected by the first Duke of Queensberry, from designs of Inigo Jones, and took ten years to build.

> **Dalveen Pass.** On the right at the finger-post a road enters the Dalveen Pass, winding over the Lowther Hills. This run is one of the finest in the neighbourhood. The road first passes through Durrisdeer, near which are traces of an old road known as the Wall Path, said to be of Roman origin. The Church contains some marble sculptured tombs of the Queensberry family, the oldest (Lord George Douglas) dating from 1693. From the summit (1025 ft.) of the Pass an expansive view of the Lowther Hills is obtained. The gradients vary from 1 in 15 to 1 in 25, and the road surface is excellent. From the head of the Pass, the road gradually descends through the valley of the Potrail and the Daer into the valley of the Clyde, and strikes Route I. (page 19) at Elvanfoot—a distance of 15 miles.

From Carronbridge the road proceeds northward through the beautifully wooded scenery of the Nith Valley. Crossing the Enterkin Burn at Enterkinfoot—whose romantic associations form the theme of one of Dr. John Brown's finest productions—the road continues to

MENOCK. Before crossing the Menock Water a road strikes off to the right through the Menock Pass to Abington (14½ miles).

> **Wanlockhead Road.** This route joins Route I. (page 20) near Abington, 14½ miles distant, and runs almost parallel with the road over Dalveen Pass previously described. Lofty hills rise in gentle rounded slopes on either side, and the scenery as the summit is reached is of a mountainous character. The tableland is reached at 1500 ft. above sea-level, and the gradients vary from 1 in 12 to 1 in 26. The route passes Wanlockhead (a little to the left), the highest village in Scotland, and from this point begins to descend through Leadhills, the birthplace, in 1686, of Allan Ramsay, the poet, author of the *Gentle Shepherd*. William Symington, one of the pioneers in the application of steam to machinery, was also born here.

The quaint custom of ringing the curfew bell every night still obtains in this mountain village. The lead mines, which have been worked for close on a thousand years, still provide employment for the majority of the inhabitants. From gold got in the streams and "pockets" of the Lowthers, the Scottish Regalia were fashioned. Leadhills and Wanlockhead are favourite holiday resorts. The road surface from Leadhills is somewhat rough and bumpy. The descent by Glengonnar Water is easy, and the Clyde Valley opens up an expansive view nearing Abington. A good road strikes across the moorland from Leadhills to Elvanfoot (page 19).

From Menock the road continues through the winding valley of the Nith to

SANQUHAR (pop. 1700), an ancient Royal Burgh, near which stands Sanquhar Castle, sometimes called "Crichton Peel," held by Edward I. and retaken by Sir William Douglas. It was long the seat of the powerful family of Crichton, and was purchased by the Douglases in 1630. The town is famous for the document known as the "Sanquhar Declarations," published on the spot where stood the ancient Market Cross. A granite monument commemorates the fact that Richard Cameron and a party of Cameronians, on 22nd June 1680, renounced allegiance to Charles II. Also that James Renwick repudiated James VII. and his Government. There is also a monument to James Hyslop, author of "The Cameronian's Dream," and another to Alexander Anderson, the "Surfaceman Poet."

Proceeding through Sanquhar, the road passes Crawickmill and the quaint little village of

KIRKCONNEL. The road from this point continues through the Nith Valley, and after crossing Afton Water, whose "murmuring stream" is immortalised in Burns' song, turns to the right into

NEW CUMNOCK (pop. 1889), amidst fine scenery on the banks of the Nith. (The road to the left, after crossing Afton Bridge, proceeds to Dalmellington and Ayr.) Crossing the Nith, the road turns off to the left at Pathhead, and after a long ascent of 2½ miles there is a sharp descent into

CUMNOCK (pop. 5490), in the heart of a busy mining and agricultural district. The village played an important part in Covenanting times. In the churchyard are the graves of three Covenanters, shot in 1685 by the Dragoons, and the last resting-place of the famous Covenanting preacher, Alexander Peden, over whose grave an obelisk, unveiled by Professor Blackie, was erected in 1892. The neighbourhood has many associations with Burns and Scott. The Lugar Water, which joins the Glasnock at Cumnock, is celebrated in Burns' song, "My Nannie O."

Crossing the Lugar Water immediately after leaving Cumnock, the route continues to

AUCHINLECK, the birthplace of A. K. H. Boyd, the famous preacher and essayist. A tall pillar commemorates William Murdoch, the inventor of gas lighting, who was born in the neighbourhood. To the west of the village stands Auchinleck House, built by Lord Auchinleck, father of Boswell, the scholarly biographer of Samuel Johnson, who visited here in 1773. The biographer's son, Sir Alexander Boswell—a poet of no mean order, who was killed in one of the last duels in Scotland—inaugurated the movement for the erection of the monument to Burns at Brig o' Doon. Near the house stands Auchinleck Castle, the seat of the Boswells from the time of James IV. About 1½ mile beyond the village the road descends to Howford Bridge across the Water of Ayr, and thence to

MAUCHLINE (pop. 1619), a clean little old-fashioned village whose history begins in 1165 when the lands were gifted by Walter, the High Steward, to the monks of Melrose, who are believed to have built a Church here. The village is closely identified with the life of Burns. The old Kirk was the scene of his "Holy Fair," and in the graveyard lie two of the Poet's children. Here, too, lie many of his friends, including Gavin Hamilton, Mary Morrison, "Daddy Auld," "Poosie Nansie," "Holy Willy," "Racer Jess," and Jamie Humphrey. Opposite the churchyard gate is the cottage of "The Jolly Beggars." Close to the churchyard stands the house in which Burns was married to Jean Armour. Their first home was in the upper room of a small two-storied building facing the gable of Hamilton's house. Many other houses in the village have pathetic associations with the Poet's life. The National Burns Memorial, erected at a cost of £5000, was opened in 1898. On the green stands a monument erected in 1885 to five Covenanting Martyrs who were shot there by the Dragoons in 1685. The village has long been noted for the manufacture of wooden snuff-boxes and numerous articles of artistic design. Mauchline Hill, which commands a magnificent view of the surrounding country and the sea coast, was the scene of a struggle between the Covenanters and Royalists in 1647.

Ayr Road and Lanark Road. From Mauchline, at the centre of the village, a road strikes off to the left for Ayr, Route IV. (page 43)—11 miles distant—and to the right through Sorn, Muirkirk, and Douglas, joining Route I. (page 20) at Douglas Mill—25¾ miles distant. About 4½ miles along the Ayr Road and 1½ miles on the right, stands the interesting little village of Tarbolton, which has many associations with Burns. Near the village is Tarbolton Mill, "Willie's Mill," the scene of "Death and Dr. Hornbook." A mile to the south-east is Coilsfield, "the Castle o' Montgomery," the scene of one of the Poet's most beautiful lyrics. The name "Tarbolton"—"the beltane hill"—suggests that it was at one time the centre of fire-

worship. The practice of lighting a fire continues, when the boys of the village, on the eve of St. John in the month of June, go from house to house demanding fuel for a bonfire.

The road to Lanark by Muirkirk and Douglas traverses some fine moorland scenery, and the surface is fairly good. Before reaching Muirkirk (10 miles distant) the road crosses Aird's Moss, the scene of a fierce skirmish between the Covenanters and the Royalists, when Richard Cameron and other well-known Covenanters were slain. Muirkirk is the centre of an extensive coal and iron industry. Two miles east of the town stands a monument to John Brown, the Covenanter. Cairntable, the highest hill in the district (1944 ft.), lies above Muirkirk on the right of the route.

The route proceeds from Mauchline northwards through pleasant pastoral scenery, passing about a mile from the village the farm of Mossgiel, where Burns spent three of the happiest years of his life, and where many of his finest productions were written, including "The Cottar's Saturday Night."

HURLFORD (pop. 2842), on the banks of the Irvine. At this point a road strikes off to the right by Galston, Darvel, Newmilns —the centre of the famous lace and tapestry industry—and Strathaven, and thence to Glasgow or Hamilton. The road passes through some interesting country, especially in the neighbourhood of Strathaven. At Loudoun Hill, east of Darvel, Wallace defeated the English, the spot being marked by a large mound of stones called "Wallace's Cairn"; and here also Bruce with 600 men gained a victory over the Earl of Pembroke, who had 3000 men under him. Farther east, near the Avon Water at Drumclog, the Covenanters defeated Claverhouse in 1678. The battle is described in Scott's *Old Mortality*.

Leaving Hurlford by the bridge across the Irvine, the route enters

KILMARNOCK (pop. 35,747), a busy manufacturing town, famous for its carpets, boots, shawls, machinery, and "Kilmarnock Bonnets." The chief buildings are the Town Hall, Academy, Court House, Athenæum, and Hospital. In the Kay Park stands a fine memorial to Burns, containing many valuable relics. It was in Kilmarnock that the first edition of his poems was published. In front of the memorial there is a marble statue of the Poet by W. G. Stevenson, R.S.A. The Museum, Library, and a number of statues are the gifts of wealthy citizens of the town. A mere hamlet two centuries ago, to-day it is the centre of large agricultural interests, and the markets are attended by farmers from all parts of Ayrshire. The most direct road to Glasgow is by Fenwick, but a not uncommon route and one that has many interesting features is by way of Stewarton, Dunlop, and Uplawmoor—26 miles, The district has many associations with Covenanting times. and there is much to interest the historian and antiquarian,

especially around Dunlop and Caldwell, the ancient home of the Mures of Rowallan and Caldwell, who settled here in the time of David I. The countryside is rich in woodland and pastoral beauty. Before reaching Glasgow by this route, the road passes through the busy manufacturing town of Barrhead (pop. 11,387), famous for its sanitary engineering works.

The route to Glasgow by Fenwick leaves Kilmarnock by Portland Street and Wellington Street. Gradually ascending, it strikes off to the right at Beansburn (left Stewarton), and proceeds by the banks of Fenwick Water to

FENWICK (pop. 330), a quaint little village in the centre of some of the finest agricultural land in the country. The Inn stands on the site of a famous rendezvous in early cycling days known as "Granny Arthur's."

Eaglesham Moor Road. Before reaching the Summit on the Fenwick Road, a byroad strikes off to the right across the Moor, by Eaglesham and Clarkston, to Glasgow. From the summit of the Moor one of the finest views in the district may be obtained. Beyond the smoke of the city of Glasgow, Ben Lomond and the lower peaks of the Grampians are seen away to the north-east, while the misty mountain-lands of Arran, across the blue waters of the Firth of Clyde, whose shores are discernible for miles, offer an expansive view of mountain scenery, bleak moorland, and pleasant valley, unsurpassed for beauty in the neighbourhood of the city. The highest point of the road is 975 ft. above sea-level. A little to the left is a favourite climb—"Ballagioch," 1084 ft. Across the moor to the right stands the farm of Lochgoin, where are preserved the Bible, dated 1652, and the sword of Captain John Paton, who was executed at Edinburgh for fighting at Rullion Green and Drumclog in the cause of the Covenanters. The flag carried at Drumclog is also carefully treasured. The Howie family are said to have been in possession of Lochgoin farm since 1178. Within 9 miles of Glasgow, the road passes through the picturesque village of Eaglesham.

The main road from Fenwick to Glasgow rises 722 ft. above sea-level and gradually descends from moorland scenery past Malletsheugh Inn to the suburb of

NEWTON-MEARNS (pop. 1134), on the edge of the Earn Valley, in which "Christopher North" spent his vigorous and happy youth. The road descends from the village, and continues to Giffnock, where the tramlines are followed through Shawlands, entering Glasgow by Eglinton Toll and Jamaica Bridge.

GLASGOW.

ROUTE III

CARLISLE to STRANRAER

By the Shores of the Solway—110½ Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Carlisle to Dumfries	34	34
Crocketford	9¼	43¼
Springholm	2¾	46
Castle-Douglas	6	52
Ringford	6	58
Minto Cottage	5½	63½
Gatehouse-of-Fleet	3½	67
Creetown	12	79
Newton-Stewart	6	85
Glenluce	15½	100½
Stranraer	10	110½

CARLISLE. Proceed as in Route II. (page 24) to

DUMFRIES. The main road from Dumfries to Castle-Douglas and Stranraer crosses the Bridge over the Nith into the pleasant suburb of Maxwelltown. At the fork roads the road to Castle-Douglas strikes off to the right.

Kirkcudbright Road. Before reaching the cross-roads, one of the most picturesque routes around Dumfries strikes off to the left by Sweetheart Abbey, Dundrennan Abbey, and Kirkcudbright, returning by Castle-Douglas, the distance of this beautiful run being 76¾ miles.

In the village of New Abbey stand the romantic ruins of *Sweetheart Abbey* (7 miles south of Dumfries). The Abbey was founded in the thirteenth century by Devorgilla, widow of the founder of Balliol College, Oxford, and mother of John Baliol, King of Scotland. She also built the ancient Bridge over the Nith, and her many activities made a deep impression upon the ecclesiastical life of the South of Scotland. She was buried near the High Altar, and in her coffin was placed the heart of her husband, which she had embalmed. From this incident the Abbey derives its poetic name:

"In Dulcicorde Abbey she taketh her rest,
With the heart of her husband embalmed on her breast."

The Abbey was colonised by monks from Dundrennan Abbey and was richly endowed. Near the ruins of the Abbey stand the Abbot Tower, and on a wooded eminence forming the northern spur of Criffell Hill, about a mile from

the Abbey, the Waterloo Monument, erected in 1817. The coast road from the Abbey to Dalbeattie lies through much beautiful woodland scenery, with some fine glimpses of the Sands of the Solway. Winding along the base of Criffell Hill (1866 ft.), an outstanding landmark of the neighbourhood, it passes through the quaint little villages of Kirkbean and Kippford to Dalbeattie, "the granite city of the south." From Dalbeattie the road to Kirkcudbright affords some magnificent views of the Solway Firth and the distant Cumberland Hills. Ten miles south of Dalbeattie, near Bankhead, stand the ruins of *Dundrennan Abbey*, where Mary, Queen of Scots, spent her last night on Scottish soil in her flight to England after the Battle of Langside, near Glasgow. The Abbey was founded in 1142 by David I. for Cistercian Monks from Rievaulx in Yorkshire. The architecture belongs to the "Transition-Norman" period, but only portions of the north and south transepts, choir, and chapter-house remain. The chief tomb is that of Alan, Lord of Galloway, who died about 1250. The town of Kirkcudbright, imposingly situated near the mouth of the Dee, is a town of great antiquity, and has a conspicuous place in early Scottish history. It was of considerable account in the days of Bruce and Edward I., and in pre-railway days it had some renown as a shipping-port. The castle dates from 1582. It has been stated that the Spanish Armada had the town as its objective for the landing of the army. In 1587, James VI. visited the town, and presented a "siller gun" to encourage the use of firearms. On St. Mary's Isle, about 1½ mile from the town, stand the ruins of a Priory founded by David I. "Paul Jones," born at Arbigland, in 1747, raided St. Mary's Isle and carried off Lord Selkirk's plate, which he afterwards restored. Subsequently he served as Rear-Admiral of the Russian Black Sea Fleet. Round the coast are numerous caves, in which a large smuggling "trade" was carried on. Near Raeberry Castle, a stronghold of the powerful family of the Maclellans, a cave is pointed out which is supposed to have been used by Dirk Hatteraick of Scott's *Guy Mannering*. From Kirkcudbright a picturesque road crosses the River Dee at Tongland, and winds through pleasant river scenery to Castle-Douglas.

The main road from Maxwelltown to Castle-Douglas proceeds through pleasant scenery by Crocketford, passing Milton Loch on the left, and Auchenreoch Loch on the right.

SPRINGHOLM. The road continues by a series of gentle undulations and crosses the Urr Water. (Before crossing the Urr, a road to Dalbeattie strikes off to the left. A short distance along the road, on the opposite bank of the river, is the *Moat of Urr*, one of the most perfect relics of its kind in the country. It is supposed by antiquarians to have been used as a Court of Justice when Galloway was a separate

Photo : Valentine.

Sweetheart Abbey, Dumfries.

kingdom, and so resembles Tynwald, in the Isle of Man. Beyond the bridge across the Urr, there is a gentle ascent over Ram Hill for 1½ mile. From the top of the hill there is a gradual descent into

CASTLE-DOUGLAS (pop. 2801), the commercial capital of the Stewartry. The town has a fine Academy and a number of thriving industries, including cabinet-making, coach works, aerated water manufactories, a tannery, and large grain stores. It is also one of the most important market-towns in the South. For many centuries Castle-Douglas was the headquarters of the powerful Douglas family, the ruins of whose Castle of Threave stand gaunt and grey on an islet in the Dee. Built by the Black Douglas in the fourteenth century, the massive walls are 70 ft. high and 8 ft. thick. It was the last stronghold of the Black Douglases, who surrendered in 1455, after a siege by James II., at which the famous "Mons Meg" cannon, now in Edinburgh Castle, was used for the first time. The cannon is said to have been forged by a blacksmith in the neighbourhood named M'Kim, who received the lands of Mollance as a reward. "Mons" is supposed to be a contraction of the name of the estate and "Meg" the maiden name of Mrs. M'Kim, the blacksmith's wife. The Castle passed into the hands of the Maxwells, Earls of Nithsdale.

New Galloway Road. From Castle-Douglas, a route strikes north-west into the Galloway Hills by Crossmichael, Parton, New Galloway (pop. 348), and Dalmellington (pop. 1965) to historic Ayr—51 miles distant—there joining Route IV. (page 43). This is one of the finest routes in the South of Scotland. The roads are excellent, and the variety of mountain, moorland, and river scenery continually reminds one of the Highlands of Scotland. The road winds through the Valley of the Dee and along the shores of Loch Dee and Loch Ken. At the head of Loch Ken stands the Royal Burgh of New Galloway, near which is Kenmure Castle, for many centuries the seat of the Kenmure branch of the Gordon family, famous for the part they played in the Jacobite risings. The Castle is built on the site of a fortress of Alan, Lord of Galloway, whose daughter Devorgilla dwelt here. It was damaged in Queen Mary's reign, and later by Cromwell's soldiers. Burns, who was a guest at the Castle, here wrote the song beginning, "Oh, Kenmure's on and awa', Willie." The song refers to the Viscount Kenmure, "the bravest lord that ever Galloway saw," who threw in his lot with the Jacobites in 1715, and who was executed. The estates were forfeited, but restored in 1824. The present Castle is a stately building, finely situated above Loch Ken. Dalry (pop. 540)—3 miles beyond—was the scene of a memorable gathering, at which the second rising of the Covenanters was resolved upon, and the churchyard contains a number of tombs marking their last resting-

place. Lochinvar Castle, in the neighbourhood, is the theme of Lady Heron's song in Scott's *Marmion*:

> "Young Lochinvar has come out of the West;
> Through all the wide Border his steed was the best."

The road continues through the little mountain village of Carsphairn, above which stands Cairnsmore of Carsphairn (2612 ft.):

> "Cairnsmore o' Fleet, Cairnsmore o' Dee,
> Cairnsmore o' Carsphairn, the highest o' the three,"

and gradually ascends over a wide stretch of moorland. The grey hills of Galloway, spreading away to left, recall the weird tales of "Johnny Faa," the King of the Gypsies, and the daring of "plain Patrick Heron," whose romantic exploits among the fierce hillmen around Loch Enoch, and the grim "Murder Hole" of Loch Neldricken, form the theme of *The Raiders*, *The Dark of the Moon*, and many other stirring romances from the pen of S. R. Crockett, a native of Balmaghie, near the shores of Loch Dee. From Dalmellington (35½ miles from Castle-Douglas) the road continues through the valley of the Doon, amidst sloping pasture lands, into Ayr, where it joins Route IV. (page 43).

A fine well-made road proceeds westward from New Galloway to Newton-Stewart (18 miles). The highest peak on the left is Cairnsmore of Fleet (2331 ft.). To the right stretch the Kells Range of hills, traversed by innumerable tracks into the fastnesses of "far Loch Enoch," beneath the frowning sides of "The Merrick" (2764 ft.), a district seldom visited by the ordinary tourist, but possessing many attractions for hill-climbers and anglers. On the right-hand side within 7 miles of Newton-Stewart, and in the wildest part of this picturesque mountain road, stands a granite obelisk erected to the memory of Alexander Murray, D.D., Minister of Urr, who was reared a shepherd boy amongst these solitudes, and who became Professor of Oriental Languages in the University of Edinburgh, 1812–1813.

The road to Stranraer leaves Castle-Douglas by King Street and the shores of Carlinwark Loch. Crossing the Bridge of Dee, familiar to readers of Crockett's *Raiders*, the road continues to the village of

RINGFORD. A little less than a mile farther on it crosses the River Tarf (Kirkcudbright, left, 2 miles). Out of Twynholm the road rises slightly, and continues to *Minto Cottage*. At this point the route proceeds to the right by a few stiff little hills and sharp corners, and again to the right at Barharrow.

GATEHOUSE-OF-FLEET (pop. 893), a clean-built little village on the shores of the Solway. The well-known artists,

the Faeds, were born here, and the Town Hall contains a fine specimen of the work of John Faed, R.S.A. A short distance from the village, in a little secluded hollow of the hills, are the ivy-clad ruins of Anwoth Church, built in 1626, in which the famous Covenanting divine, Samuel Rutherford, ministered; on the hill overlooking the valley is a granite obelisk erected to his memory in 1842. The shore road from this point is one of the most beautiful in Scotland. Amidst trees that resound with the music of woodland songsters, it winds along the rockbound shores of the Solway, over noisy streams and mountain rivulets all hurrying to the sea. Nor is the district without historic interest. Barholm Castle, 6 miles from Gatehouse, is said to be the "Ellangowan" of Scott's *Guy Mannering*; Dirk Hatteraick's Cave and Meg Merrilees' Cave lie among the massive boulders on the left at Ravenshall; while Carsluith Castle, farther on to the left, was the scene of many of Bruce's escapades and the daring exploits of his faithful follower the good Sir James Douglas. Near the Granite Quarries, on the right, stands the Mansion House of Cassencary, supposed to be the "Kippletringan" of *Guy Mannering*, whose story is centred in this romantic neighbourhood.

CREETOWN (pop. 757), the "Portnaferry" of the novel, is an interesting old-world village on the shores of Wigtown Bay. Across the Bay, on a clear day, one may discern the rocky headland of the Isle of Whithorn, and beyond the grey outline of the Isle of Man. In the district are the remains of several ancient Forts and Standing Stones, the most remarkable of which is Cairnholly Tumulus, said to be the grave of Calgacus, or Corbredus Goldus, King of Galloway. Passing through the village the road continues to the banks of the River Cree and, crossing the bridge over that river, enters

NEWTON-STEWART (pop. 1831), a thriving market-town. At one time under the protection of the ancient Stewart family, the Earls of Galloway, the town has many interesting historic features, and is an excellent centre for touring the neighbourhood. One of the finest runs is by Bargrennan and the "House of the Hill," to Loch Trool—14 miles—lying among the Galloway Hills. (The road to the left, about 1½ mile beyond Bargrennan, continues by Barrhill and Pinwherry to Girvan—30½ miles from Newton-Stewart.)

Whithorn Road. Another interesting run lies south of Newton-Stewart to Wigtown (pop. 1299) and Isle of Whithorn (21¾ miles distant). At the former town, Devorgilla—whose name and personality forms an interesting link between the old Celtic lords and their Norman successors—founded a Monastery in the thirteenth century. There is no trace left of this building, but there are the remains of an ancient Castle which at one time was held by the English under Edward I. Wigtown is a Royal Burgh, the capital of the County, and from the eighth to the eleventh century was an important station of the Norse-

men. It is now the centre of large agricultural interests, though many of its former activities have long since disappeared. In 1685, two Covenanters, Margaret M'Lauchlan and Margaret Wilson, suffered martyrdom, being tied to stakes fixed in the sands and drowned with the rising tide. The story has formed the ground for some keen controversy, and doubt has been cast on much of the evidence for it. Whithorn (pop. 1033, 11 miles from Wigtown) is the reputed birthplace of St. Ninian, about the middle of the fourth century, who here founded the first church in Scotland, known as Candida Casa, on account of its conspicuous whiteness, the modern "Whithorn" being a Saxon rendering of the Latin name. No trace now remains of the Candida Casa, but this first Christian "Oratory" is supposed to have been erected on the Isle of Whithorn, a rocky promontory three miles to the south of Whithorn. On its site stand roofless walls, part of an ancient building of the thirteenth century, probably a Chapel of Ease of the Priory of Whithorn. A Bishopric of Whithorn was founded by the Angles in 727, and in the reign of David I. a Premonstratensian Priory was built by Fergus, Lord of Galloway. The Church of the Priory became the Cathedral of the Diocese of Galloway, and remained so for 500 years. The nave of the Priory Church and a portion of a wall are all that remain of the once beautiful structure. Here were deposited the relics of the Patron Saint, and hither flocked crowds of pilgrims, including the Kings and Queens of Scotland, "For the dear grace to kiss St. Ninian's bones." The Museum at the Priory contains a fine collection of early sculptured stones.

From Whithorn the journey may be continued along the shores of Luce Bay, by Port William and Auchenmalg, joining the main road from Newton-Stewart to Stranraer at Glen Luce (22¼ miles). Near Port William stands Monreith House, the beautiful residence of Sir Herbert Maxwell, Bt., the distinguished historian and antiquarian.

The road to Stranraer from Newton-Stewart passes through the latter town and strikes off to the right at the south end of the main street near the Market, and proceeds by Kirkcowan (pop. 673) and Barlas to

GLENLUCE (pop. 806), in the neighbourhood of which stands Carscreugh Castle, an ancient residence of the Earls of Stair. The Castle is generally supposed to have been the home of Janet Dalrymple, the "Lucy Ashton" of Scott's *Bride of Lammermoor*. Glenluce Abbey, the ruins of which lie to the left, was founded in 1190, and was occupied by monks from Melrose. The cloister walls, south transept, gable and decorated chapter-house are well preserved. Here, it is said, Michael Scott, the "Wizard," dwelt for some time.

Continuing by Dunragit, the road passes the attractive grounds of Lochinch, the residence of the Earl of Stair, near which stand the ruins of Castle Kennedy, the ancient home of the Kennedys, the predecessors of the Dalrymples in the over-lordship of those wide territories. The Castle was built in the sixteenth century, and was reduced to its present state by fire in 1715. The grounds are extensive and beautifully laid out.

STRANRAER (pop. 6138), situated at the head of Loch Ryan, is a town of considerable activity, chiefly owing to its shipping traffic with Belfast. It is the centre of a large agricultural district, and it has flour mills, creameries, and a noted oyster-fishery. In the centre of the town are the ruins of an old Castle, built in the sixteenth century, and occupied by Graham of Claverhouse in 1677. There is a regular steamer service between Stranraer and Larne, Ireland.

There is a fine run south by the shores of Luce Bay to Drummore—17¼ miles distant. There is also a short run by a fine wide road to Portpatrick—7 miles. This invigorating seaside resort is 21½ miles distant from Donaghadee, on the Irish coast. The cliff scenery on the little-known west side of the Galloway peninsula is very impressive in its rugged beauty.

ROUTE IV

STRANRAER to GLASGOW

By Ayr and Kilmarnock—85 Miles

DISTANCES ALONG THE ROUTE

Stranraer to	Intermediate Miles	Progressive Miles
Innermessan	2¾	2¾
Cairn Ryan	3½	6¼
Galloway Burn	2	8¼
Summit	5¼	13½
Ballantrae	4½	17¾
Carleton Fishery	5½	23¼
Girvan	7¼	30½
Milton Burn	5	35½
Kirkoswald	2¾	38¼
Maybole	4½	42¾
Culroy	3	45¾
Brig of Doon	2¾	48½
Ayr	2¾	51¼
Prestwick and Monkton	2½	53¾
Bogend	5	58¾
Riccarton	3¼	62
Kilmarnock	2	64
Glasgow	21	85

STRANRAER. Leaving the town by George Street and Charlotte Street, the road winds by the shores of Loch Ryan past

INNERMESSAN, near which stands one of the largest and best-preserved "motes" in the county. It is 336 ft. in circumference, and from the foundation to the top 78 ft. The "mote" is supposed to be the site of "Rerigonium," an important stronghold in the ancient kingdom of Strathclyde. Passing the ruins of the old Castle of Craigcaffie, the route proceeds by the finely wooded shore road to

CAIRN RYAN village, affording a charming view of the loch. Ayrshire is entered at the bridge over Galloway Burn, and the road from this point runs along a remarkable cornice and gradually begins to ascend romantic Glen App, a green narrow valley from which rise in gentle slopes the hills of Beneraird (1435 ft.) and Altimeg (1270 ft.). After passing the

SUMMIT there is a long winding descent towards Ballantrae. Care is required at the foot of the hill, where there are two sharp turns. After crossing the Stinchar River the route enters

BALLANTRAE (pop. 618), a healthy little fishing village, near which stand the ruins of Ardstinchar Castle, the seat of the powerful Bargany Kennedys. It is said that Queen Mary slept in the Castle in 1563. In the old kirkyard is the burial aisle of the Barganys, where lies Ardstinchar, chief of the Kennedys, also a monument to Gilbert, the sixteenth Baron, slain at Maybole at the age of twenty-five by his cousin, Earl of Cassilis. Glen App Castle, standing high above the valley on the south side, is the residence of Lord Inchcape.

Pinwherry Road. From Ballantrae a beautiful run may be made to Girvan by Colmonell and Pinwherry through the Stinchar Valley. The road passes under the remarkable conical hill of Knockdolian, known as the "False Craig," from its resemblance in shape to Ailsa Craig. Near Colmonell stand the ruins of Craignell Castle and Kirkhill, said to have been hiding-places of Bruce. At Pinwherry is the ivy-clad ruin of Pinwherry Castle, once a stronghold of the Kennedys. From Pinwherry a picturesque route may be taken through the Stinchar Valley to the pretty village of Barr, and from thence to Maybole and Ayr.

Continuing through the village of Ballantrae, the route proceeds along the shores of the Bay by Bennane Head. Close by are the ruins of Knockdolian Castle, associated with many weird tales of the Kennedy family. At this point of the road there is an extensive view of the sea and the island-rock of Ailsa Craig, the lonely haunt of the solan geese. The precipitous cliffs rise sheer from the sea to a height of 1097 ft., and the gleam of the lighthouse is seen from a distance of 27 miles on a clear night. Continuing along the shore road by

CARLETON FISHERY, the road winds by Lendalfoot and the romantic Kennedy's Pass, through steep natural archways, into

GIRVAN (pop. 7272), a favourite holiday resort, on the Girvan Water. Near the town are the ruins of Ardmillan House, where Queen Mary slept in 1563; the house was destroyed by fire in October 1919. Shortly after leaving the town, and crossing the Water of Girvan, the route strikes off to the left by the shore. (The road on the right proceeds by Dailly and Kilkerran to Maybole.) At

MILTON BURN (5 miles from Girvan) the road by Maybole to Ayr proceeds to the right. Locally it is known as the "High" Road, and is the most direct route to Ayr and Glasgow.

Turnberry Road. The road on the left by "The Maidens" is one of great interest and beauty. The beautifully situated hotel and fine golf links (6¾ miles from Girvan and 15½ miles from Ayr) attract visitors from all parts of the kingdom. There are many features of

great historic interest on this route. Turnberry Castle, on the left, near Milton, was the chief seat of the Earls of Carrick in the twelfth and thirteenth centuries. In 1271 Robert Bruce, son of Lord Annandale, was carried here and wedded to the widowed Countess of Carrick. From this union sprang King Robert the Bruce. It was in the neighbourhood that a kiln fire, mistaken by Bruce for an appointed signal, brought him prematurely from Arran with his followers to fight for the deliverance of his country. Sir Walter Scott, in *The Lord of the Isles*, describes the capture of the Castle by Bruce. The road goes on through the picturesque village of "The Maidens," past Culzean Castle, the magnificent home of the Marquis of Ailsa. Dunure Castle, on the coast farther north, stands on the very verge of the sea. It has been a ruin for over two centuries, and for over 400 years was an important Carrick stronghold and the principal seat of the ancestors of the House of Kennedy. It was the scene of the tragic story associated with the torture by the Earl of Cassilis of Alan Stewart, Commendator of Crossraguel Abbey. Farther on, past the "Heads of Ayr," are seen the ruins of Greenan Castle amidst rocky headland scenery.

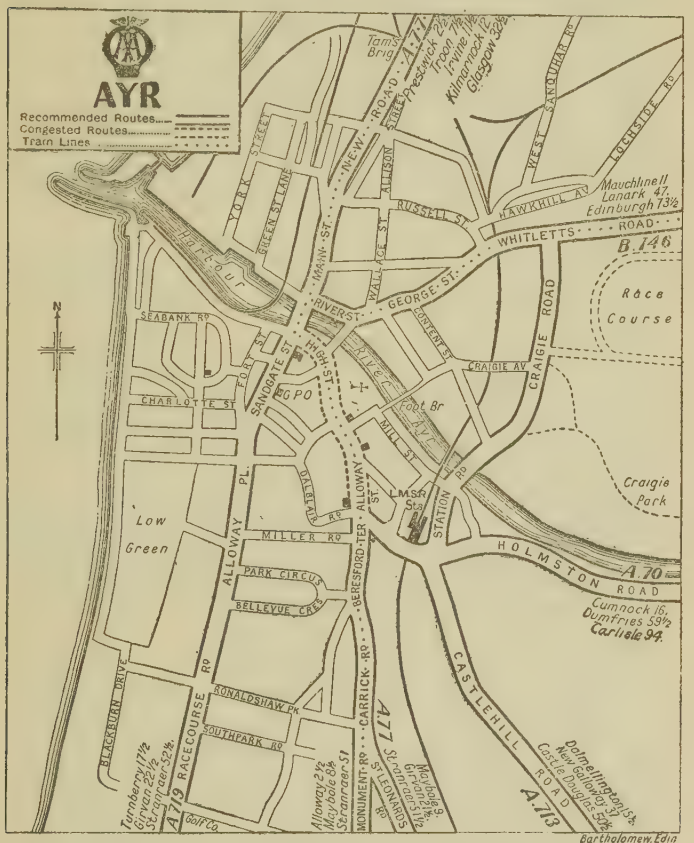
The road to Ayr by Maybole, after crossing Milton Burn, strikes off to the right, and gradually rises towards the old-world village of

KIRKOSWALD (pop. 197), where in the churchyard are the graves of "Tam o' Shanter" and "Souter Johnny," familiar to all readers of Burns. To the left are the venerable ruins of Crossraguel Abbey, founded for Cluniac Monks in 1244 by Duncan, first Earl of Carrick, as a dependency of Paisley Abbey. For many centuries it was one of the great monastic institutions in the country. The side walls and choir remain to a height of 14 ft. The abbey was partly a baronial keep and partly ecclesiastical, and had many fine Gothic features. It was erected with vaults and cells. The ruins are now under the care of the Crown.

MAYBOLE (pop. 4436) was known in the fifteenth century as the "Capital of Carrick." The Castle was built in 1560 by the Kennedys, the most powerful family in the district for centuries and spoken of as the "Kings of Carrick." The town to-day is widely known for its manufacture of boots and shoes and agricultural implements. The road continues by a series of gentle undulations to *Culroy* and

BRIG OF DOON, Alloway Kirk, and Burns' Cottage, where the Poet was born on 25th January 1759. Situated near the "banks of bonnie Doon," by which the Poet loved to wander, the cottage stands in the heart of a neighbourhood surcharged with endearing memories of one who gave to the world a mighty impulse. Burns' message to humanity, so full of sympathy and hope, has touched a chord whose melody will

ring throughout all time, till "man to man the world o'er shall brithers be." The humble "wee clay biggin," with its "but and ben," was built by his father with his own hands, and is now in the possession of trustees, who have restored it in some measure to its original appearance. Alloway's



"auld haunted Kirk" is supposed to have been erected in 1516, and Burns made it the scene of the witch dance in "Tam o' Shanter." The "Auld Brig" spans the romantic Doon, and close at hand is the Burns Monument.

AYR (pop. 35,763), an ancient Royal Burgh, rich in associations with the Poet, including Tam o' Shanter Inn, the "Auld Brig"—restored through the timely action of Lord Rosebery,—Burns Monument and Statue. The town was erected into a Royal Burgh by William the Lion in 1202, and was the scene of one of Wallace's daring exploits, "The Burning of the Barns of Ayr." The Castle, which stood in the vicinity of St. John's

Church, was built by William the Lion. The old Church stands on the site of the monastery in which the Scottish Parliament met in 1315 to settle the succession of Robert the Bruce to the Scottish Crown. The "Auld Brig" is a fine example of mediæval architecture. The town carries on a large number of manufactures, and a certain measure of shipping. Ayr is an important social centre, and residence on its handsome Racecourse Road is almost equivalent to a patent of nobility. Ayr is an excellent centre for tourists, and is within easy reach of many spots of historic interest and natural beauty. Any reference to the town would be incomplete without mention of its "honest men and bonnie lasses." Near the town are the ruins of Newark Castle, where Queen Mary passed the night after the Battle of Langside, near Glasgow.

Crossing the River Ayr by the New Bridge, from which a fine view of the "Auld Brig" is obtained, and proceeding by Main Street, the route continues along the tramlines through

PRESTWICK AND MONKTON. At the fork roads near the end of the latter village the road strikes off to the right for Kilmarnock and Glasgow (Route V., page 45).

By a long easy ascent the route continues past *Bogend* cross-roads. From this point there is a fine straight run into

RICCARTON. On the left, before reaching the village, the route passes the entrance to the stately residence of Sir Wm. H. Houldsworth, Bart., of Coodham. Shortly after crossing the River Irvine the route joins the tramlines into *Kilmarnock.*

For continuation, see Route II. (page 31) to

GLASGOW.

ROUTE V

AYR to GLASGOW

By Largs, Greenock, and Paisley—80 Miles

DISTANCES ALONG THE ROUTE

Ayr to	Intermediate Miles	Progressive Miles
Irvine	11½	11½
Kilwinning	3	14½
Saltcoats	4	18½
Ardrossan	1½	20
Largs	12	32
Greenock	17½	49½
Renfrew	16	65½
Paisley	4	69½
Barrhead	3	72½
Glasgow	7½	80

From Prestwick and Monkton the "coast road" strikes off to the left at the latter village. The famous Golf Links of Prestwick, Troon, Western Gailes, Bogside, and others, which extend for many miles along the coast, attract many visitors from all parts of the country. Their fame is world-wide, and rightly so, as their fine situation overlooking the Firth of Clyde, combined with a fine bracing air and health-giving breezes, offer the golfers from Glasgow and other industrial centres a rich quality of "tonic" unequalled on the west coast.

IRVINE (pop. 11,826), a Royal Burgh and a busy seaport town. It is one of the oldest of the Scottish Royal Burghs, having received its Charter in the thirteenth century. The harbour has of late years been greatly improved, and the trade has increased in the export of coal and the import of limestone. Amongst notable natives of the town are John Galt, author of *The Annals of the Parish, The Ayrshire Legatees*, etc.; James Montgomery, a minor poet; "Luckie Buchan," founder of the "Buchanites," a peculiar religious sect; Eckford, the designer of the American Navy; and Lord Justice-General Boyce.

KILWINNING (pop. 5404), situated on the Garnock. The trade consists chiefly in the weaving and manufacture of gauzes, muslins, and shawls. In the neighbourhood are large coal, iron, and engineering works, and fireclay foundries. Kilwinning is famous as the traditional home of Freemasonry in Scotland, introduced, it is supposed, by an architect engaged in the erection of the Abbey. Here also, in 1488, Scottish Archery was established, and continued until 1870. The shooting of the popinjay placed in the steeple, 105 ft. high, is

mentioned in Scott's *Old Mortality*. The famous Abbey of Kilwinning was founded by Hugh de Morville (who also founded Dryburgh Abbey) about 1140, and was dedicated to St. Winnan. It is said to have been "solid and great, all of freestone cut, the Church fair and stately after the model of Glasgow, with a fair steeple seven score foot of height." The gable of the south transept still remains, and from this it is evident that the Abbey was one of the finest examples of Gothic architecture in Scotland. In 1839 the great Eglinton Tournament was held in the grounds of Eglinton Castle, when Napoleon III. took part in the historic proceedings.

Dalry and Beith Road. From Kilwinning a fine run may be made to Glasgow by Dalry, Kilbirnie—or Beith—Lochwinnoch, Johnstone, and Paisley (29¾ miles). The countryside is largely agricultural in the neighbourhood of Dalry and Beith, and many interesting byroads and country lanes give a variety of interest and delight to the tourist who has time at his disposal to explore the "lands of Cunningham." The district is full of lore and legend of the times of Bruce and Wallace. The Castles of Rowallan and Dundonald are rich in memories, and many ruined towers and castles have intimate romantic associations with the Montgomerys and the Mures—as well as the stirring times of the Covenanters. The industries in many of the villages comprise worsted spinning and the manufacture of hosiery, tweeds, blankets, cabinetmaking, and brickmaking. Barrhead, within 7½ miles of Glasgow, is a busy manufacturing town, famous for its sanitary and other engineering works.

SALTCOATS (pop. 13,477), a popular watering-place near Ardrossan. A clean, old-fashioned town, it was the seat of salt manufacture from 1686 to 1827. In 1495 the Earl of Glencairn granted, for 999 years, to nine fishermen, leases of land known as nine yards on condition that every spring they in their two boats carried the Earl's furniture from the creek of Saltcoats to Finlayston and brought it back in the late autumn when the family returned to their residence at Kerelaw. Near Stevenston are the famous Nobel dynamite works.

ARDROSSAN (pop. 7214), a busy seaport town and watering-place, with a good shipping connection. On a hill above the town, called "Castle Craigs," stand the remains of the Castle, associated with one of Wallace's many exploits in this part of the country. It was laid in ruins by Cromwell.

LARGS (pop. 9450). One of the most popular holiday resorts on the west coast. The hills behind rise to a height of 1300 ft., and the views across the Firth of Clyde, including the "Cumbraes" and the Island of Bute, are of never-ending variety and charm. The outstanding event in the history of Largs is the battle which took place on the heights in 1263, when King Haco,

King of Norway, was surprised and routed by Alexander III. before he had time to get his troops into battle array after their landing. The King himself escaped to Orkney, where he died and was buried in the Cathedral at Kirkwall. His defeat caused the cession of the Isle of Man and the Hebrides of Scotland. According to tradition, a mission Church was founded here by St. Columba. He is recognised here as the Patron Saint, and "St. Colm's Day" is an annual festival held in his honour.

From Largs the coast road proceeds by Meigle Bay, Skelmorlie, to Wemyss Bay, Gourock, and Greenock. From these places a great fleet of steamers are in daily touch with the various Clyde resorts, and many popular "runs" round Bute and Arran and through the Kyles of Bute to Inveraray, Oban, and the Western Highlands continue throughout the summer

GREENOCK (pop. 81,123), one of the great shipbuilding centres on the Clyde, ranking seventh in size among Scottish towns. Under a Charter from Charles I. it was created a Burgh of Barony largely through the influence of the principal proprietor, John Shaw. In 1710 a new harbour was built, and from that date onwards its shipping began to expand. In 1805, 1818, and 1850 the harbour accommodation was increased, followed by the opening of the Victoria Harbour, Albert Harbour, Garvel Graving Dock, Princes Pier, and finally the James Watt Dock, with a depth at low water of over 30 ft. The "yards" of Caird and Scott are famous throughout the country, some of the largest battleships afloat having been built by the latter firm. Sugar refining, marine engineering, chemical works, ropemaking, and sailmaking are included amongst the leading industries. From behind the town one of the finest views of Highland loch and mountain scenery can be obtained. Geikie has referred to the view as one unsurpassed for beauty and grandeur on the west coast of Scotland. Famous names associated with the town are James Watt, Highland Mary, John Wilson, John Galt, and John and Edward Caird. The neighbouring town of Port Glasgow is an equally thriving and industrious shipbuilding centre. In 1710 it was the chief custom-house port of the Clyde, but with the deepening of the river, traffic was carried to the city of Glasgow direct. With shipbuilding and other trades, however, Port Glasgow has continued to increase in importance.

From Port Glasgow the route to Glasgow may be made by Renfrew and Govan (19½ miles from Glasgow) or by Kilmacolm, Johnstone, and Paisley (21¾ miles).

RENFREW (pop. 14,137) has a long and honourable history. It was created a Royal Burgh by David I., the formal Charter being obtained in the reign of Robert III. Near the town stood the Royal Castle of the Stuarts. Until the end of the fourteenth century Renfrew was a powerful rival of Glasgow and Rutherglen, and had a large and prosperous connection

with foreign markets. In the middle of the nineteenth century its fortunes revived with the growth and expansion of Glasgow and the wave of commercial prosperity generally throughout the West of Scotland. To-day it is the great centre of dredge-building, and its boiler works are the largest in Britain. New graving docks and harbour and river improvements are in contemplation. Historically, it is chiefly associated with the defeat of Somerled, Lord of the Isles, the death of Marjory Bruce and the birth of her child Robert II., the contest of "Palm-my-arm," and the capture of the great Marquis of Argyll in 1685. A stone is pointed out in the grounds of Blythswood House marking the spot where Argyll was made prisoner. There are many ancient castles and towers in the neighbourhood—including Crookston, Mearns, Cathcart, Stanley (near Paisley), Pollok, Haggs—of great historic interest and possessing many associations with the Royal Stuarts, the Maxwells, the Campbells of Blythswood and the Mures of Caldwell, and Mary Queen of Scots and Lord Darnley, her husband. The stately mansion of Blythswood House, the residence of Lord Blythswood, is rich in historic relics. The Parish Church contains an interesting tomb, dating back to the seventeenth century, erected to the memory of Sir John Ross and his wife Dame Marjory Mure. Sir John is traditionally known as "Palm-my-arm" from his wrestling encounter with an English knight.

PAISLEY (pop. 84,837), the largest town in Renfrewshire and fifth in all Scotland. The place is first mentioned in a Charter granted in 1157 to Walter Fitzallan. The ground was given to the monks whom he brought from England, and a monastery was created which afterwards became the famous Paisley Abbey. In time it became one of the wealthiest Abbeys in Scotland. The first buildings were destroyed before the Battle of Bannockburn, and most of the existing structure was built in the fifteenth century by Abbot Thomas and Abbot George Shaw. In 1557 a body of Reformers drove out the monks, sacked the building, and "burnt all the ymages and ydols and popish stuff in the same." Most of the Abbey belongs to the late Pointed Period. The nave, now restored, is used as the Parish Church and contains many fine stained-glass windows. The rest of the building has been carefully preserved, and its many fine architectural features have been jealously guarded in the work of restoration. The west front, choir, north transept, St. Merin's Chapel (with its "Sounding Aisle"), Queen Bleary's Tomb, and Cathcart Pillar are objects of great interest to the antiquarian and to the student of ecclesiastical architecture. In 1888 a monument, a recumbent sculptured cross, was placed here "to the memory of the members of the Royal House of Stuart who are buried in Paisley Abbey by their descendant, Queen Victoria, on the occasion of her visit to Paisley."

The trade and manufactures of Paisley began to develop rapidly after the Union in 1707. The town is chiefly noted

for its great thread mills and its engineering works. The various members of the Coats family have been generous benefactors to the town in many ways, and have contributed very largely to its commercial prosperity and its social and ecclesiastical life. Famous names associated with the town and district are Tannahill, the poet, Christopher North (John Wilson), Alexander Smith, William Motherwell, and Alexander Wilson. The town is connected by electric trams with Glasgow. While the centre of a large industrial area, the outskirts of the town are picturesque, especially on the Braes of Gleniffer, which form a fine background and offer the tourist immediate access to an expansive pastoral countryside.

From Paisley the tramlines are followed to Glasgow (7 miles).

GLASGOW.

ROUTE VI

CARLISLE to PERTH

By Lanark and Stirling—145 Miles

DISTANCES ALONG THE ROUTE

Carlisle to	Intermediate Miles	Progressive Miles
Gretna Green	9½	9½
Ecclefechan	9¼	18¾
Lockerbie	5¾	24½
Beattock	14	38½
Summit	10½	49
Crawford	5½	54½
Abington	3	57½
Roberton	3½	61
St. John's Kirk	5½	66½
Hyndford Bridge	5½	72
Lanark	2¾	74¾
Carluke	5½	80¼
Newmains	3½	83¾
Airdrie	7¼	91
Cumbernauld	7	98
Stirling	12½	110½
Perth	34½	145

CARLISLE. When the motorist is desirous of proceeding from Carlisle directly to the North of Scotland without passing through Glasgow or Edinburgh, the route follows the main road to Abington as in Route I., page 17.

ABINGTON. From this village the road strikes off to the right (opposite the hotel). Passing along the banks of the River Clyde, a short distance from Abington, the road continues to the left at the fork roads, the road on the right crossing the river and proceeding by Biggar to Edinburgh (Route X., page 81).

ROBERTON. Winding along the pleasant valley of the Clyde by a finely made road, and skirting Dungavel Hill and the little upland village of Weston, the route gradually proceeds in a north-westerly direction along the base of Tinto Hill (2335 ft.), a dominating feature of the landscape. Tinto ("The Hill of Fire"), owing to its isolation, commands a magnificent prospect of the Lanarkshire uplands, and from its summit can be seen a wide expanse of country from the Bass Rock to Arran and from the Grampians to the Cumberland Hills. On its south-east slope are the remains of Fatlips Castle overlooking Symington. The exposure of "Tinto" to the varying

winds and drooping mists around its summit explains the reference to it in the old ballad of "Tibbie Fowler":

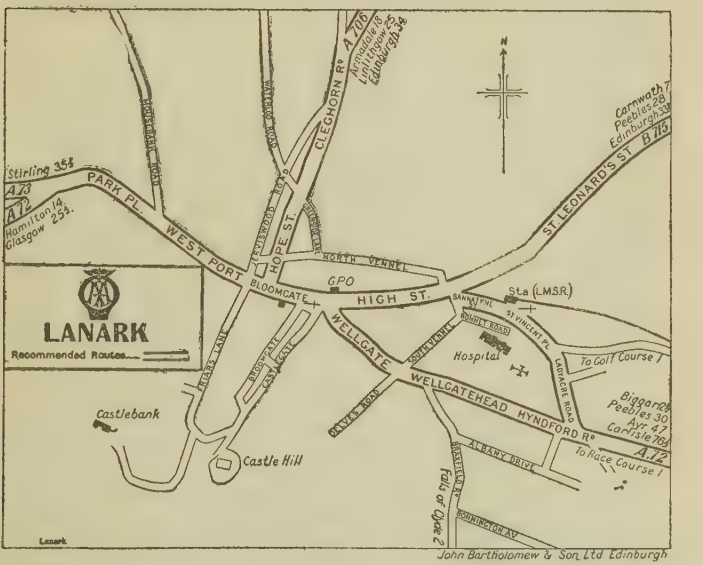
"Be a lassie e'er sae black,
Gie her but the name o' siller:
Set her upo' Tinto Tap,
The wind will blaw a man till her."

ST. JOHN'S KIRK. At this point a road strikes off to the right to Biggar and Edinburgh (Route X., page 82). Proceeding to the left past Thankerton (Tancred's Town) the road crosses the River Clyde at

HYNDFORD BRIDGE.

A picturesque road, shortly after crossing the bridge, strikes off to the right by Carstairs, Carnwath, and skirting the western slopes of the Pentlands, enters Edinburgh by Balerno, Currie, and Colinton—32¾ miles.

Before entering Lanark the finely situated racecourse is seen on the right. At this point there is an expansive view of Tinto and the Lowland Hills.



LANARK (pop. 6268), the county town of Lanarkshire. Strikingly situated about 700 ft. above the wide-spreading valley of the Clyde, its health-giving breezes, historic memories, and many picturesque walks by the finely wooded banks and picturesque falls of the river have combined to bring Lanark into prominence as a fine health resort. A Royal Burgh since the time of David I., it was a place of importance in

early Scottish history. Castlehill, at the foot of Castlegate, was the site of a Royal Castle. The town was the scene of one of Wallace's most daring exploits. In 1297, when he lived in Castlegate, he killed some English soldiers in a scuffle, and in revenge the English Governor, Hazelrig, seized his wife and put her to death Wallace, who had fled with his supporters to the Cartland Crags in the neighbourhood, immediately attacked the Governor and slew him and many of his men. After that incident Wallace's fate was sealed, and until his death he struggled to free his beloved land from the hand of "the proud usurper." In Bruce's time Lanark was the scene of many stirring incidents. In the "Killing time" the Covenanters issued and fixed to the Market Cross a proclamation denouncing and excommunicating Charles II. As a result Lanark suffered severe reprisals, and lost many of its bravest sons in the struggle for religious liberty. An interesting ruin, seen on the left on entering the town, is that of the Church of St. Kentigern, built on the site of an older church founded by St. Kentigern (St. Mungo), the patron saint of Glasgow. The building, a fine example of the First Pointed style, must have been of considerable architectural beauty, judging from the walls and doorway still remaining. It dates from the time of David I., who gave it to the Abbey of Dryburgh.

New Lanark, on the banks of the Clyde near the town, was the scene of a socialistic experiment which attracted widespread notice, not only in this country, but on the Continent. The reformer was Robert Owen, son-in-law of David Dale, who in 1784 set up cotton mills on the river bank. The experiment, however, so far as the millworkers were concerned, proved a failure, though the present co-operative movement embodies many of Owen's principles. Cora Linn and Bonnington Linn, both on the Clyde within a short distance of each other, are probably the finest falls in the United Kingdom. Each has its story of romance and tradition, in which Wallace, Bruce, and other Scottish heroes play a part. The adjoining Stonebyres Fall is no longer accessible.

Clyde Valley Road. A picturesque run along the Clyde Valley to Glasgow (25½ miles) proceeds by the steep descent of Kirkfieldbank over Kirkfield Bridge. The hill requires to be carefully negotiated, especially at the foot, where there is a sharp turn to the left and another to the right over the bridge. The road winds through a neighbourhood unsurpassed in Scotland for fruit-growing, the rich soil for miles along the valley being peculiarly suitable for strawberries, apples, and plums. The road through this Garden of the Clyde reminds one of the beautiful Wye Valley, and offers many picturesque glimpses of river and woodland scenery. A short distance from Lanark stands the beautiful residence of Lee Castle—the home of the "Lee Penny," an interesting historic relic brought from Spain by Sir Simon Loccard, who returned with the heart of the good Sir James Douglas in a padlocked

casket, now placed in St. Bride's Church at Douglas. Sir James was on his way to Palestine with the heart of King Robert the Bruce when he met his death. The Lee Penny gives the title to Sir Walter Scott's romance, *The Talisman*. Farther along the valley near Crossford stands the ancient Castle of Craignethan, familiar to readers of Scott's *Old Mortality* as "Tillietudlem Castle." It was built by an ancestor of the Duke of Hamilton, and Queen Mary is said to have found a refuge here after her flight from Loch Leven and before the Battle of Langside. The route continues through the country of the Hamilton family, passing on the right of the beautiful grounds of Mauldslie Castle, built for the fifth Earl of Hyndford in 1793. The road proceeds to Glasgow by Hamilton.

The route for Stirling and the north proceeds through the Main Street of Lanark, past the ancient Parish Church, in the tower of which stands a full-size figure representing the Scottish patriot, William Wallace. At the junction of the roads, a short distance down the hill, the route turns off to the right; that to the left goes to Glasgow by Kirkfieldbank Bridge, described in the previous paragraph. Crossing Cartland Crags Bridge, the highest turnpike bridge in Scotland, one of Thomas Telford's finest structures, the road continues through Braidwood and

CARLUKE (pop. 5436), where on the site of the old Parish Church it is said Sir William Wallace was elected "Guardian of Scotland" in 1297. The town is the centre of a large fruit-growing industry, and the jam factories are widely known for the excellence of their products. Several valuable minerals are worked in the vicinity, while its fine situation attracts many visitors during the summer months. At the cross-roads in the centre of the town the route strikes off to the right for Newmains (pop. 4049). From here the route passes through part of the great coal, iron, and steel area of the West of Scotland, and as far as Airdrie, a distance of 10 miles, huge chimneys, furnaces and retorts give evidence of the immense industries which are carried on in this part of the Clyde Valley. The principal towns to the left of the route are Wishaw (pop. 19,202), Motherwell (pop. 48,667), and Coatbridge (pop. 43,909). These large towns and many smaller places are almost entirely engaged in the coal and iron and steel industries. Around Coatbridge there are more blast furnaces than in any part of Scotland. Other works include bridge-building, the making of boilers, tubes, and heavy metal goods of every description. To the student of industrial development and civic progress the district is one of absorbing interest.

NEWMAINS (pop. 4049). At this point the road crosses one of the main roads between Glasgow and Edinburgh. The road to the left to Glasgow (17½ miles) passes through Wishaw and Motherwell; the road to the right to Edinburgh (30¾ miles) proceeds through West Calder.

NEWHOUSE. Here the road to Airdrie crosses another main road between Glasgow and Edinburgh. (Left to Glasgow, 14 miles, by Mossend and Bellshill; right, 30¾ miles, Edinburgh by Salsburgh, Blackburn, and Mid-Calder.)

AIRDRIE (pop. 25,093) is a large, prosperous, and enterprising town with many large foundries and engineering works in the immediate vicinity. In addition there are works for calico-printing, paper-making, cotton and wool manufactory. It was the first town in Scotland to adopt the Free Library Act of 1856, and its Academy has a high reputation. It has an ancient history, some historians believing it to be the site of the great battle between the Pagans and the Christians of Strathclyde, in which the Pagan chief was killed and the victor recalled the good St. Mungo to Glasgow from his exile in Wales. The road to Stirling passes through the eastern end of the town and crosses the main Glasgow and Edinburgh road. (Left, Glasgow, 11½ miles, by Coatbridge; right, Edinburgh, 33 miles, by Caldercruix, Armadale, and Bathgate.)

At Airdrie the route leaves the great industrial field behind and passes quickly into pleasant pastoral country and woodland scenery.

CUMBERNAULD. At this point the road joins Route XIV., page 119, from Glasgow to *Stirling* and

PERTH.

ROUTE VII

CARTER BAR (CHEVIOT HILLS) to EDINBURGH

By St. Boswells and Lauder—58 Miles

DISTANCES ALONG THE ROUTE

Carter Bar to	Intermediate Miles	Progressive Miles
Old Jeddart	5¼	5¼
Jedburgh	5	10¼
Bonjedward	2	12¼
Ancrum	1¾	14
St. Boswells Green	4¾	18¾
Newtown St. Boswells	1¼	20
Earlston	4½	24½
Lauder	7	31½
Soutra	7¾	39¼
Dalkeith	12	51¼
Edinburgh	6¾	58

CARTER BAR. This is one of the most picturesque routes into Scotland, from Hexham (35 miles), Corbridge (34½ miles), Durham (60 miles), Newcastle (46 miles), or other centres in the north of England. From the summit (1404 ft.) an expansive view of the Border country is obtained on a clear day, the outstanding feature of the landscape being the triple peaks of the Eildon Hills. The road has in recent years been greatly improved in surface, and it has also been strengthened and widened. A signpost marks the boundary between the two countries.

"Souden" Kirk Road. A short distance from the summit on the Scottish side, a road strikes off to the left by Southdean and Bonchester Bridge to Hawick, 15½ miles, where it joins Route VIII., page 68. This route traverses a fine stretch of moorland and mountain scenery between the Cheviot range and the valley of the Rule Water, over which Bonchester Bridge passes. The chief point of historic interest lies in the ancient ruins of the Church of Southdean, pronounced "Souden" (4 miles from Carter Bar). Situated on the banks of Jed Water, this is the kirk "in a fayre launde called Zedon," wherein, says Froissart, Douglas and the other Scottish leaders met in August 1388, on the eve of that expedition into England which ended with the glorious fight at Otterburn.

"It fell about the Lammas-tide,
When the muir-men win the hay,
The doughty Douglas bound him to ride
Into England to drive a prey."

"I never heard the old song of Percy and Douglas," wrote Sir Philip Sidney, "that I found not my heart more moved than with a trumpet." After the lapse of centuries the Ballad of Otterburn remains the foremost of our Border ballads, a rare and precious gem in the crown of Scottish romance. The foundations of the church have been carefully preserved, there is nothing but these stones left of the old building, but the motorist interested in Border literature and in the entrancing story of Otterburn should not miss an opportunity of visiting this hallowed ruin by the peaceful waters of the Jed. (From Otterburn on the English side to Southdean is 19 miles, and from Southdean to Hawick 11 miles.)

The road from Carter Bar to Jedburgh gradually winds downwards by Edgerston and Camptown to the finely wooded valley of Jed Water. Passing Old Jeddart, or Jedward, the original site of the town of Jedburgh, and Cleethaugh, the towers of Ferniehirst Castle are seen in the woods on the right. The original Castle was built by Sir Thomas Ker about 1476, and the present building dates from 1598. Throughout its long and eventful history, its story is linked up with every outstanding event in the incessant warfare which was carried on between the English and Scottish peoples in those days of "battles long ago." Dacre, Surrey, Somerset, Hertford, and many other English leaders all in turn besieged it, the Castle constantly changing hands, and the Kers as vigorously defending their ancient home. Its proximity to the "Border Line" repeatedly brought the stronghold into prominence, and its valiant defence by the men of Jed Forest forms the theme of many a tale of Border foray and fierce encounter.

JEDBURGH (pop. 2426). In the fifteenth and sixteenth centuries the town was a place of considerable importance. Jedburgh Castle, the site of which is now occupied by the County Prison, was the scene of many tragic incidents in Scottish history. The residence of many Scottish Kings, it was destroyed in 1409, as it was found to be more useful to the English than to the Scottish army. "Jeddart Justice," as dispensed from the frowning battlements, meant for all practical purposes, "Hang first, try afterwards." The phrase originated in the execution of a gang of Border raiders three centuries ago. In a narrow lane leading off the main street Queen Mary lodged in 1566. From here she rode out to Hermitage Castle in Liddesdale—20 miles off—to visit Bothwell, who lay there wounded. On her return, owing to the severe exertion of the journey, she "lay in fevered weakness" at the house for thirty days. On his way south from Prestonpans, in 1745, Prince Charlie slept at No. 9 Castlegate. Burns visited the town in 1787, and in the Abbey Close (No. 5) Sir Walter Scott first saw Wordsworth in 1803. Sir David Brewster was born in Jedburgh in 1781; his father was the Rector of the Grammar School. The Abbey, now under the care of the Crown, was founded by David I. early in the twelfth

century, and here in 1285 Alexander III. was married to Jolande, daughter of Count de Dreux. The remains of the choir and nave still withstand the march of time, and the Norman door and Early Decorated windows, the north transept, where sleep the ancestors of the Marquis of Lothian, the massive tower and piers supporting the lofty arches and groined roof, the quiet cloisters and ancient tombs, are objects of supreme interest to antiquarian and historian alike.

Passing through the market-place, the road continues by the side of the Jed Water, which is crossed about half a mile outside of the town near Jedburgh Station.

BONJEDWARD. At this point the road turns off sharp to the left. (The road on the right proceeds along the valley of the Teviot, which joins the Tweed at Kelso—8¾ miles.)

Proceeding westwards a short distance along the valley of the Teviot as far as a point locally known as "Cleikum," the road turns to the right. (The road straight on proceeds to Hawick by Denholm (Route VIII., page 69).) To the left of the road, after crossing the Teviot, stands the old Border village of

ANCRUM (pop. 187), a place of considerable antiquity, long held by the See of Glasgow. Its cross is as old as the time of David I. and is in a fine state of preservation. Thomson, the Border poet, author of *The Seasons*, spent some years in the Manse. On Ancrum Moor, to the north-west of the village, the Scottish forces were victorious in a fierce skirmish with the English army under Sir Ralph Evers and Sir Brian Latour, who had desolated the Scottish Border as far north as Melrose, defacing there the Douglas tombs. The Scots were led by the Earl of Angus and Scott of Buccleuch. According to tradition, Maiden Lilliard fought in the Scottish ranks and fell beneath many wounds. Her grave is marked by a monument in a thick wood off the main road near St. Boswells Green. East of Ancrum stands Mounteviot, the beautiful home of the Marquis of Lothian. It was here that Jean Elliot wrote the well-known version of the "Flowers of the Forest"—the most touching of all the Border melodies and inspired by the tragedy of the Battle of Flodden, where the bravest of Scotia's sons were "a' wede away." The song commences with the lines:

> "I've heard them liltin' at the ewe-milking,
> Lasses a' liltin' before the dawn of day."

The gifted writer, who was a sister of Sir Gilbert Elliot of Minto, died at Mounteviot in 1805.

On an eminence on the right, known as Penielheugh, stands the Waterloo Monument, erected to the Duke of Wellington by the Marquis of Lothian and his tenantry. The Monument commands one of the most extensive views throughout the Borderland. Crossing Ancrum Moor a magnificent view

of the surrounding country is obtained, the Eildon Hills coming prominently in view.

ST. BOSWELLS GREEN is finely situated at the foot of the "Eildons" and is an excellent centre from which to make an interesting tour of the beauties of the Border country. The main road to Earlston and Lauder passes through the western side of the Green, near part of the great Roman highway known as Watling Street, which traversed the Cheviots, connecting the great Roman Wall across the north of England with the Roman Camp at Newstead, at the base of the Eildon Hills, near Melrose. Watling Street may be distinctly traced the entire length of the route from Rochester on the English side, near Otterburn, northwards to Ad Fines Camps on a ridge of the Cheviots, and from thence across the valleys of the Kale, the Oxnam, and the Jed to the banks of the Tweed at Newstead.

Dryburgh Abbey. To reach Dryburgh Abbey the road strikes off to the right at St. Boswells Green, crossing the Tweed at Merton Bridge, and turning sharply to the left by the pleasantly situated village of Clint Mains. (The road straight on proceeds to Kelso (10½ miles) along the south bank of the Tweed by Maxton and the ruins of Roxburgh Castle.) At the village the road continues to the left and winds through woodlands to the banks of the Tweed, where stand the picturesque monastic ruins of Dryburgh Abbey, "amidst a brotherhood of venerable trees." Here an Irish Culdee, Saint Modan, set up his sanctuary in 522, and on the site Hugo de Morville, Lord of Lauderdale and High Constable of Scotland, founded the Abbey in 1150, with the sanction and benediction of David I. The first colonists were Premonstratensian monks from Alnwick, and for many generations the white monks of Dryburgh continued their labours in peace and tranquillity within sound of "chiming Tweed, where lintwhites sing in chorus." Its story is that of other Border abbeys—suffering damage and pillage at the hands of the English armies in 1322, 1385, and 1544, and at the hands of Hertford in 1545, when it was reduced to very much the condition in which it stands to-day. By the patriotic action of Lord Glenconner, the historic ruin was presented to the nation in 1917, and a memorable service was held in the grounds on 14th May 1918. The ruins are now preserved by the Crown, and extensive excavations have been made by skilful hands and careful craftsmanship. The building belongs to the Transitional and Early English period. The portions of the Abbey which still remain include the beautiful St. Mary's Aisle, St. Modan's Chapel, the chapter house, cloisters, choir and transepts, with decorated groined vaults over the aisles. Rich in mouldings and trefoiled arches of exquisite workmanship, in their peaceful setting of green sward and woodland by the silver Tweed, the ruins are a source of never-ending delight and charm. The chief attraction, which yearly draws thousands of pilgrims from all parts of the world, is the shrine of Sir Walter Scott, who is buried, along

Photo : Associated Photographic Printers, Ltd.

Dryburgh Abbey : West Doorway and St. Mary's Aisle.

with his wife, son, and Lockhart, his son-in-law and biographer, in St. Mary's Aisle. A simple tomb of granite bears the inscription:

"Sir Walter Scott, Bart., Died September 21, A.D. 1832."

The Aisle is the burying-place of the Haliburton family, of which Sir Walter's grandmother was a member. Here lovers of Scott find their way every year to offer silent homage to Scotland's most illustrious son. "You think of him," says Alexander Smith, "who rests here—the magician asleep in the lap of legends old—the sorcerer buried in the heart of the land he has made enchanted." Many other illustrious names appear on the stones within the ruins, including the Founder of the Abbey and his wife, and many of the abbots, the Haigs of Bemersyde, and members of the Erskine family.

Bemersyde Road. From Dryburgh Abbey a beautiful run may be made to Earlston by the "Broom of the Cowdenknowes," along the wooded banks of the Leader River. By this route one of the finest views of the Border country is obtained from Bemersyde Hill—a favourite view of Sir Walter Scott—overlooking the Tweed Valley, Melrose, and the Eildon Hills. At hand is the ancient home of the Haigs of Bemersyde, whose historical mansion is now the property of Earl Haig. Members of the Haig family have occupied Bemersyde consecutively over a period of centuries, and it was a fitting and appropriate tribute to Earl Haig's splendid services in the Great War that the nation presented him with the historic mansion with which the name has been identified for generations. According to an ancient prophecy:

"Tide—tide—whate'er betide,
There'll aye be a Haig in Bemersyde."

The distance from St. Boswells Green to Earlston by Dryburgh Abbey and Bemersyde is 9 miles.

From St. Boswells Green the main road to Lauder and Edinburgh continues northwards to

NEWTOWN ST. BOSWELLS (pop. 578). A small Border town, it is a place of considerable importance in agricultural circles, and its markets are largely attended by farmers from an extensive district in the south of Scotland. (A short distance north of the town, after passing the railway station, the road to Melrose strikes off to the left across a ridge of the Eildon Hills (Route XII., page 100).)

LEADERFOOT. At this point the road crosses the River Tweed by Drygrange Bridge. Immediately on the right the River Leader enters the Tweed. Before crossing the Bridge a fine road proceeds to the left along the south bank of the Tweed by Newstead to Melrose (2¼ miles). At the former place considerable excavations have been carried out at this famous Roman Camp at the foot of the Eildon Hills (Trimontium). Many interesting relics were discovered during the

excavations, and there are numerous evidences that Newstead was a place of immense importance in Roman times.

EARLSTON (pop. 1061) is an interesting Border township of great antiquity and the reputed birthplace of Thomas the Rhymer, who is accorded the first place in point of time on the scroll of Scotland's bards and prophets. The story of the seer of Ercildoune, whose strange prophecies and ancient rhymes have been a source of absorbing interest to antiquarians and historians for generations, is surrounded with mystery, but it is generally believed that he lived in the early part of the thirteenth century. The slopes of the Eildons and the woodlands of Tweed and Leader are rich in fairy lore which is for ever associated with the name of Thomas the Rhymer, whose ivy-clad tower—the property of the Edinburgh Border Counties Association—attracts many visitors. In the wall of the Parish Church is an ancient stone with the inscription, " Auld Rymr race lyees in this place."

Greenlaw and Duns Road. One of the most picturesque runs from Earlston is by way of Greenlaw and Duns to Ayton and Eyemouth, joining the coast road from Berwick to Edinburgh near Ayton (Route XI., page 85). There are many places of historic interest in the neighbourhood, and for the most part the road winds by pleasant river and woodland scenery, skirting the southern slopes of the Lammermuir Hills.

Sandyknowe Tower, near the village of Smailholm (pop. 261) (6 miles from Earlston), stands on a rocky knoll commanding an extensive view of the Border country and, to the south, the range of the Cheviot Hills. The Tower is a fine specimen of a Border peel, and is probably the most perfect relic of feudal times in the south of Scotland. Its chief interest in later times lies in its proximity to Sandyknowe Farm, where, in 1773, Sir Walter Scott, when a child of three years of age, was sent by his parents to recover from a fever which had left him lame in his right ankle. Here the boy gradually regained his health, passionately absorbing the romance of the district and eagerly listening to the " tales of woe and mirth," and

> " Marvelled as the aged hind
> With some strange tale bewitched my mind
> Of foragers who with headlong force
> Down from that strength had spurred their horse
> . . . and home returning, filled the hall
> With revel, wassail, rout, and brawl."

Mellerstain House, one of the great mansions of the Merse, the residence of the Earl of Haddington, is the ancient home of Lady Grisell Baillie, the girl heroine of Polwarth, and the author of that touching ballad, " Werena my heart licht, I wad dee."

Home Castle is a remarkable feature of the landscape, dominating the country for miles around. It was a place

of immense strength and the ancient stronghold of the Earls of Home. Mary Queen of Scots visited the Castle on her way from Jedburgh to Craigmillar. For many centuries it was the storm centre of fierce conflict between the English and Scottish forces, Cromwell's soldiers under Colonel Fenwick reducing it to its present ruined condition. The original part of the building dates from the thirteenth century. When Napoleon threatened invasion of Britain in 1804, a false alarm was raised in the south of Scotland and the watcher at Home Castle fired his beacon, with the result that fires blazed from other Border towers, and yeomen and volunteers rode in from the hills, forty to fifty miles. Sir Walter Scott himself was in Cumberland when word came to him, and within twenty-four hours he and his horse had reached Dalkeith, where his regiment was stationed. This was the last time in which Home Castle figured in warlike display.

Greenlaw (pop. 558) is a pleasantly situated little town in the valley of the Blackadder Water. In the neighbourhood is Marchmont House, an imposing eighteenth-century building and at one time the seat of the Humes (or Homes), now in residence at the Hirsel, near Coldstream.

Polwarth (pop. 167). This place is also intimately associated with the Home family. Here in the family vault beneath the Church Sir Patrick Home, who, in 1685, had escaped from Argyll's ill-starred attempt to overthrow James II., hid himself, and his daughter, Lady Grisell, contrived to supply the fugitive with food in the dead of the night. Eventually Sir Patrick effected his escape to Holland.

Duns (pop. 1868), the county town of Berwickshire and the centre of large agricultural interests. It is the reputed birthplace of the famous scholar, Duns Scotus, about 1275, and also of the famous preacher and writer, Thomas Boston, in 1676. His best known work, *Fourfold State*, was published in 1720 and exercised a profound influence in evangelical circles for many years. Duns Law overlooks the town, and on two occasions the Covenanters entrenched themselves here in the Parliamentary War. Duns Castle, the seat of the Hay family, retains part of Randolph, Earl of Moray's, tower.

Edrom Church has a fine Norman doorway, 6 ft. 10 in. in height to the lintel, one of the finest of its period in Scotland. In the vault is the tomb of Sir Patrick and Dame Alys Home.

Chirnside (pop. 816), in the valley of the Whiteadder, has a thriving paper mill and considerable agricultural interests. Ayton, 8 miles from Berwick, is referred to in Route XI. (page 85).

From *Earlston* the road to Edinburgh continues along the finely wooded banks of the Leader to

LAUDER (pop. 759), a town of considerable antiquity, where Scottish Parliaments were occasionally held. Its ancient Church was the scene of a meeting of the Scottish nobles in 1472, when they decided to hang Cochrane, the Earl of Mar, and other favourites of James III., which they eventually did at Lauder Bridge, having first captured the King. Near the town stands Thirlestane Castle, for many years the seat of the Earls of Lauderdale. At one time known as "Lauder Fort," Prince Charlie here passed the night on his way south after the Battle of Prestonpans—1745.

Proceeding through Lauder, the route continues past Carfraemill Inn, from which point the road gradually begins to ascend over the lower ridges of the Lammermuir Hills.

SOUTRA. The highest point of the road is reached at 1192 ft. The road itself is one of the finest in the country, and is one of the most popular around Edinburgh. From the Summit the Lammermuir range stretches eastward to the coast line, which on a fine day offers a vista of great expanse. Berwick Law, Traprain Law, and the Bass Rock are striking landmarks in a rich and varied landscape. In the west the Pentlands and Arthur Seat and the Castle of Edinburgh appear in the foreground, and northwards the upper reaches of the Firth of Forth, the Ochils, and the lower range of the Grampians. To the left spread the gentle slopes of the Moorfoot Hills, and southwards the Hills of Tweed and the Eildons. In natural beauty there are few roads in Scotland to surpass the road over Soutra. Historically, it figures in Roman and Saxon days, and in Norman times it was the ancient highway or "Pilgrims way" from Edinburgh to the Abbeys in the south. Traces of the original "ways" are still to be found among the hills, and such places as Channelkirk, Cakemuir, Cranstoun, Ford, and Pathhead each have many associations with these old-world pilgrimages. Again, the Lammermuir road figures in the Wars of Independence, the days of the Stuart Kings and Mary Queen of Scots, and later in Prince Charlie's romantic march into England. On Soltre or Soutra Hill there stood an ancient Hospitium or place of welcome for travellers and pilgrims, founded it is believed by Malcolm IV. in 1164.

From Soutra the road gradually descends through Blackshiels, Ford, and Pathhead. Crossing the Tyne a little beyond the latter village, the fine residence of the Earl of Stair—Oxenfoord Castle—is seen on the right.

DALKEITH (pop. 7238), situated in the valley of the Esk, is an interesting old town, long associated with the Buccleuch family. Dalkeith Palace was built in 1690 as an extension of an older castle by Anne, Duchess of Buccleuch and Monmouth, wife of the hapless natural son of Charles II. According to tradition, Froissart visited the castle of his day, at that time in the possession of the powerful Douglas family, and there obtained from the Douglases an account of the Battle of Otterburn. The Palace commands a fine view of the Esk valley,

and has been visited by Charles I., George IV., Queen Victoria, and King Edward VII.

Proceeding by a fine stretch of road, the route continues through Little France (reminiscent of the French Court of Mary Queen of Scots), and crossing Burdiehouse Burn, the road passes through Craigmillar Woods, within which on the right stands the historic Castle of that name.

The Castle is of great antiquity and in its larger dimensions belongs to the twelfth century. Considerable additions were carried out by the Preston family, one of whom was a Lord Provost of Edinburgh. The Castle is chiefly remembered as the scene of the imprisonment and mysterious death of John, Earl of Mar, brother of James III. ; as the residence of James V. and Mary Queen of Scots when seeking retirement ; and as the place of Darnley's lodging when he was brought sick from Glasgow to die of violence at Kirk of Field. Its banqueting hall, towers, bedrooms, and kitchens and dungeons are still in a good state of preservation, and from its battlements an expansive view may be obtained. This historic relic, so intimately associated with the annals of Scotland's Capital for centuries, is the property of Brigadier-General Sir Robert Gordon Gilmour, Bart., by whom it is carefully preserved.

Continuing by Cameron Toll, Edinburgh is reached by Dalkeith Road and South Clerk Street, the route following the tramlines across the North Bridge into Princes Street.

EDINBURGH.

ROUTE VIII

CARLISLE to EDINBURGH

By Hawick and Stow—94 Miles

DISTANCES ALONG THE ROUTE

Carlisle to	Intermediate Miles	Progressive Miles
Longtown	8¼	8¼
Scotch Dyke Station	2¾	11
Border	¾	11¾
Canonbie	2½	14
Byreburnfoot	1	15
Langholm	5¼	20¼
Ewes Church	4¼	24½
Burnfoot	4	28½
Mosspaul Inn	2½	31
Hawick	12¼	43¼
Selkirk	11¾	55
Galashiels	6	61
Stow	7¾	68¾
Summit	10½	79¼
Eskbank	8¼	87½
Edinburgh	6½	94

CARLISLE. Leaving the town by Scotch Street and Rickergate, the road crosses Eden Bridge and passes through the suburb of Stanwix. At this point the road crosses the site of the great Roman Wall across the north of England. A mile and a half beyond, Kingston is reached, where the road strikes off to the right (the one to the left being the main route to Glasgow by Beattock (Route I., page 18)). Passing through Blackford and Westlinton (pop. 412), the north Cumberland Fells near Bewcastle come into view on the right, while the peaceful valley of the Esk stretches out in front.

LONGTOWN is a quiet little village, the last through which the route passes on the English side. The flat expanse on the left was the scene of the Battle of Solway Moss. The neighbourhood is associated with the famous Border ballad, "Kinmount Willie," whose daring exploits, capture, and rescue from Carlisle Castle, in command of Lord Scrope, form the theme of the ballad. Near Longtown there still stands the site of the "Smiddy" where his fetters were taken off. The period is the end of the seventeenth century. His reputed grave is pointed out in Sark Churchyard.

At Longtown the route continues to the left over the Esk (the one on the right on the east bank of the river leading into the romantic valley of Liddesdale). At the fork roads, immediately after crossing the Esk, the route proceeds to the

right along the river bank. Netherby Hall stands on the opposite side of the Esk amidst scenes of great beauty. The ancient seat of the Graham family, Netherby was the scene of the elopement of the beautiful heiress with Young Lochinvar.

> "There was mounting 'mong Graemes of the Netherby clan,
> Fosters, Fenwicks, and Musgraves, they rode and they ran;
> There was racing and chasing on Cannobie lea,
> But the lost bride of Netherby ne'er did they see."

About 3 miles beyond Longtown

SCOTCH DYKE STATION is reached. Traces of the site of the Old Scots Dike, which marked the ancient boundary line between Scotland and England, may still be seen. A short distance farther on the

BORDER is crossed. On every hand are many places of historic interest, too numerous to mention within the limits of the present publication. Towers, motes, peels, forts, and crosses abound in the romantic neighbourhood, the scene of fierce and bitter conflict between English and Scottish races for many centuries. From Roman times and earlier than these, until the days of Prince Charlie, the story of this district is one of entrancing interest to lovers of nature and of history alike, and it is appropriate that at this point in the route mention should be made of a remarkably interesting book entitled *The Border Line* by J. Logan Mack, a brilliant and scholarly writer and a well-known member of the legal profession in Edinburgh. The volume, profusely illustrated, deals in an exhaustive and absorbing manner with the historical, geological, and archæological features of the entire Border march between England and Scotland, from the Solway to the North Sea. It is a work of great historic value, and in masterly detail it constitutes the most authoritative book on the subject. To those who desire to study the district in detail *The Border Line* will form a very necessary and altogether delightful companion.

CANONBIE (pop. 478), a pleasant little village lying in the valley near the junction of the Esk and Liddel Waters. In the neighbourhood stood the ruins of the Priory of St. Martins, a twelfth century building, and the crumbling walls of a Border tower may still be seen. (The road on the left at the Cross Keys Hotel in Canonbie leads to Kirkpatrick, 9 miles, where it joins Route I., page 18.) Passing through Canonbie the road crosses the Esk on the right, and at the fork roads beyond proceeds to the left to Hawick and the North.

Liddesdale Road. The road to the right strikes north to Newcastleton—10⅜ miles—and Jedburgh—37 miles. This route lies through fine mountain scenery, especially near "Note o' the Gate," the highest point (1250 ft.). "Note o' the Gate" has received many explanations, but it is generally supposed to mean the Cumberland word "Knot" or "Knote," a projection, and "Gate," the "entrance to" the north, as in the old Scots word

"yett." The district through which the road passes is familiar to readers of *Guy Mannering*, being the country associated with Dandie Dinmont, whose farm lay in the valley near Hermitage Castle. Over this route Prince Charlie marched with his men into England, capturing Carlisle on his way south. Sir Walter Scott was the first to drive a wheeled carriage over the rugged mountain-pass, the district providing him with many ancient half-forgotten songs and ballads which appear in his *Border Minstrelsy*.

The ruins of *Hermitage Castle* lie 6 miles north of Newcastleton. The walls of this formidable stronghold are mostly of the fifteenth century period, but part of the building is much older. The great Castle is said to have been erected by Nicholas de Soules in the thirteenth century. Throughout its long history there are many grim and tragic associations, not the least of which are concerned with the de Soules family—the Dark Knight of Liddesdale, the death of Sir Alexander Ramsay in 1342, and the "Cout o' Keilder." Queen Mary of Scots rode here from Jedburgh to visit Bothwell, then Warden of the Border, when he lay wounded, soon after the murder of Rizzio at Holyrood Palace. The weird aspect of the neighbourhood is in keeping with the gloomy history of the magnificent ruin. Since 1594 it has been the property of the Scotts of Buccleuch, into whose hands it came through Francis Stewart, Earl of Bothwell.

From Canonbie to Langholm the road winds by the beautifully wooded banks of the River Esk.

BYREBURNFOOT. The Esk is again crossed at this point. Care should be exercised at this bridge, as the corners are very abrupt. On the left stands Gilnockie Tower, the ancient stronghold of Johnnie Armstrong, a daring freebooter, whose "reign of terror" on the English side of the Border is the theme of many a stirring ballad, and whose capture at Caerlanrig by the Scottish King led the bold outlaw to express the belief that "King Harry would doun weigh his best hors wi' gold to know that he was condemned to die."

LANGHOLM (pop. 2655). This interesting Border town is nicely situated in the valley watered by the meeting of the Ewes and Wauchope streams, which flow into the Esk. Now a thriving tweed manufacturing town, its long and narrow street has been the scene of many a fierce Border fight, and the neighbouring glens and hilltops are thick-piled with history and romance. On Whita Hill, lying immediately above the town on the right, stands the monument to Sir John Malcolm, the famous Governor of Bombay, author of several standard works on India and Persia. Langholm Castle, now a ruined tower, was the stronghold of the Armstrongs, a powerful Border family. On the left of the Tower the Border residence of the Duke of Buccleuch is seen among the trees.

Eskdale and Ettrickdale Road. From Langholm a beautiful run through some fine moorland and river scenery may be made into Eskdale and Ettrickdale by Bentpath (5¾ miles), Eskdalemuir Church (7¾ miles), Ramsey Cleuch (12¼ miles), Tushielaw (2¾ miles) to Selkirk (15 miles)—a distance of 45⅝ miles. The road is in fairly good condition, and from the highest point on the route—Nether Dalgleish (1021 ft.)—a fine view of the surrounding hill country is obtained on a good day. The descent into Selkirk (page 69) from Tushielaw by the romantic Ettrick Water is easy, and the road surface excellent. The outstanding point of interest in this route—especially to the motorist—lies in the little hamlet of Westerkirk, near which, on the banks of the Meggett Water, Thomas Telford, the famous engineer and road and bridge builder, was born (1757–1834). Of humble parentage and wholly "self-taught," his genius brought him to the very forefront of the engineering world. His name is associated with many important roads, bridges, canals, churches, and harbours throughout this country and on the Continent of Europe, including the London-Holyhead Road, the Bath Road, Carlisle to Glasgow Road, the Highland roads, the Menai Suspension Bridge, Dean Bridge, Edinburgh, Glasgow Bridge, Dunkeld Bridge, the Caledonian Canal, the Gotha Canal, and many other engineering triumphs.

Lockerbie Road. A cross-country road, leading westwards from Langholm, strikes Route L (page 19) at Lockerbie—a distance of 18 miles. The road is in good condition generally, but there are a number of stiffish hills near Lockerbie.

Proceeding through Langholm, the road to Hawick leaves the valley of the Esk and winds along the banks of the Ewes Water, gently ascending past Ewes Church (whose church bell, which hangs on a tree, is said to be the only example of its kind in Scotland) towards Fiddleton and Burnfoot, from which point there commences a long continuous ascent. At Burnfoot a picturesque road strikes off to the right to Hermitage Castle (page 66)—8 miles.

MOSSPAUL INN (848 ft.). The road is in excellent condition, and the ascent by no means stiff. The highest point of the road (1158 ft.) is reached shortly after passing the inn. The descent to Teviothead is gradual by a series of pleasant undulations. At Caerlanrigg, near Teviothead, stands a monument to Henry Scott Riddell, author of "Scotland Yet" and many other beautiful patriotic songs. His grave is in the adjoining churchyard. Riddell was born at Ewes in 1798, and was minister of Caerlanrigg Parish Church. The Johnnie Armstrong Memorial is close at hand. It tells its own tale of legendary interest, how near this spot he and his followers were treacherously captured and executed by James V. during his expedition to pacify the Borders in July 1530.

"John was murdered at Carlinrigg
And all his galant companie,
But Scotland's heart was ne'er sae wae
To see sae mony brave men die."

Passing through Newmill, the road enters the wooded valley of the Teviot. A little beyond Newmill, Branxholm Hall is seen among the trees. For many generations the seat of the Scotts of Buccleuch, its "lordly towers" are referred to in the first canto of Scott's *Lay of the Last Minstrel*, and its ancient traditions and the part it played in Border feuds are described by the "Wizard" in one of the "Notes to the Poem."

"Nine-and-twenty knights of fame
Hung their shields in Branksome Hall,
Nine-and-twenty squires of name
Brought them their steeds to bower from stall."

In the valley of the Borthwick, to the left, stands the ancient fortress of Harden, once the home of "Auld Wat," the king of Border reivers and the hero of the ancient ballad, "Jamie Telfer o' the Fair Dodhead." He it was who married the "Flower o' Yarrow," from which union Sir Walter Scott sprang. Crossing the Teviot at Branxholm Bridge the route enters

HAWICK (pop. 16,353) by Buccleuch Street and High Street. The largest town in Roxburghshire, its hosiery and tweed manufactures are famous throughout the Kingdom. In Border warfare it played a conspicuous part, and the "Common Riding"—when the "cornet" bears a flag representing a Standard captured from the English—is still celebrated annually, to the martial strains of "Teribus," in which the "Teris" (natives of Hawick) join amidst scenes of great enthusiasm. The early history of this interesting and busy Border town centred round the Church of St. Mary's (1214), the site of the present Church (1763). Here Sir Alexander Ramsay of Dalhousie, while holding court as sheriff of the county, was seized by his rival, Sir William Douglas, the Dark Knight of Liddesdale, and imprisoned in Hermitage Castle, where he died of starvation. Another link with the past is the Baron's Tower, erected by the Lovels, Lairds of Branxholme, in 1155, afterwards the abode of Anne, Duchess of Buccleuch and Monmouth, widow of the Duke of Monmouth who was beheaded in 1685. The original building occupied the site of the present Tower Hotel. Another interesting historic relic is the famous "Mote of Hawick," a truncated conical mound overlooking the town. These earthen mounds were generally surmounted by a wooden castle. Pictures of them are to be found in the Bayeux Tapestries of the period of William the Conqueror. All "mote-hills" in the South of Scotland were crowned with wooden castles. They were used for residential or defensive purposes and not as places of justice (moot-hills). The "mote" at Hawick has been partly excavated. The men of Hawick played a heroic part in the

Battle of Flodden. Sir Walter Scott and Wordsworth paid a visit to the town in 1803, and at Haggisha' or Burnflat, near the Vertish Hill, Robert Paterson, the prototype of "Old Mortality," was born in 1716.

The Denholm Road. An interesting route strikes off in a north-easterly direction along the banks of the Teviot Water by Denholm and Jedburgh, joining Route VII. (page 56). Around the clean little village of Denholm, overlooked by Ruberslaw, are many features of interest. Denholm itself was the birthplace of John Leyden, poet, scholar, and linguist (1775), and of Sir John A. H. Murray of "Oxford Dictionary" fame. The stately mansion-house of Cavers, in which for many years were preserved the Earl of Otterburn's pennon and gauntlets taken from the proud Percy, and handed over by Mrs. Palmer Douglas of Cavers and her son to the National Museum in Edinburgh; Minto House, the beautiful home of the ancient Elliot family, where Jean Elliot, authoress of "The Flowers o' the Forest," was born in 1727, where Thomas Campbell composed "Lochiel's Warning," and where Sir Walter Scott was a frequent visitor; Hassendean, Bednell, Hobkirk, Fatlips Castle are but a few of the many places of romantic interest in this land of legend and Border minstrelsy. The vales of Teviot and Rule have many scenes of great natural charm, and every peel, tower, and ivy-clad ruin has its tale of fairy lore and lowland feud. The distance from Hawick to Jedburgh by Denholm and Spittal (where the road strikes off to the right) is 11 miles.

The main road northwards from Hawick to Selkirk proceeds by gradual ascent for a distance of 4 miles (highest point 900 ft.). Descending to Ale Water at Ashkirk, the road again rises, affording an expansive view of mountain and moorland scenery. By winding and gradual descent, the route continues past Haining by Tower Street into the High Street of

SELKIRK (pop. 5775). Tradition traces the origin of Selkirk to the days of St. Eata and St. Cuthbert, and later to the times of the Scoto-Saxon Kings, who hunted in the famous Ettrick Forest, which extended for miles in every direction. The town is supposed to have been built on the site of the Royal hunting-seat. Selkirk, however, will always be associated with the disastrous Battle of Flodden, where over a hundred of its bravest townsmen were slain. More than two centuries later, the memory of this calamity inspired Jean Elliot's exquisite song, "The Flowers o' the Forest," which, set to the simple melody of the original lament, is one of the rarest gems in Border minstrelsy. An English Standard, captured and brought to the town by a few of the survivors, is still preserved by the Guild of Weavers; while the sword of the "Toun Clerk," William Brydone, who led the Selkirk men, is a cherished possession of one of his descendants. For

centuries the fine workmanship of the shoemakers or "Souters" was famed throughout the country and celebrated in song:

"Up wi' the Souters o' Selkirk,
And doun wi' the Earl o' Hume;
And here's tae a' the braw laddies
That wear the single-soled shoon."

When Prince Charlie passed through the town, the shoemakers supplied over two thousand pairs of "shoon" to his army. Extensive woollen manufactures are carried on in the town, and it is one of the most popular holiday centres in the Border country. The Selkirk "Common Riding" and race meeting is the event of the year and the occasion of much excitement in the district. In the centre of the High Street is a memorial to Sir Walter Scott and a monument to Mungo Park, the eminent African explorer, who was born in a farmhouse at Foulshiels, in Yarrow Vale.

St. Mary's Loch Road. From Selkirk a road of great natural beauty—one of the finest in Borderland—strikes off to the left by the romantic "Yarrow Water" to St. Mary's Loch and Moffat (34 miles, page 76). This beautiful road crosses the Ettrick Water and passes westwards into the valley of the Yarrow, winding upwards by the "dowie dens" to St. Mary's Loch, and from thence to Moffat (34 miles). The "Braes of Yarrow" lie at the very heart of the ballad country of the Borderland. It is said that hereabouts there must have lived at one time a great poet in whose hands the rough ore of current ballads was fashioned into golden jewels. To poets, minstrels and bards, the Yarrow has been the theme of "many a sang" for centuries. The softly pensive nature of the scenery, the witchery and sadness of the stream, the tragic story of its ancient towers and Border keeps, and the plaintive music of its woodland songsters have imparted to the ballad literature of Scotland a pathos which "tirls the heartstrings a' to life," and enriches the poetry of the Borderland for all time. To the motorist in a hurry the vale of Yarrow has no message. One must have time to wander by its gentle stream and read beforehand something of its romantic story in the words of Scott, Keats, Burns, Wordsworth, James Hogg (the Ettrick Shepherd), De Quincey, Professor Wilson, Lockhart, Alan Cunningham, Blackie, Veitch, R. L. Stevenson, to mention only a few of the poets and writers who have found inspiration in its haunting music. Space permits of only the briefest references to a few of the outstanding features on this interesting route. *Philiphaugh* was the scene of the last of the great Border battles (13th September 1645). The fight took place on the right-hand side of the road, a little to the north-west of the junction of the Yarrow and Ettrick. Here General David Leslie surprised and put to rout the Royalist troops under Montrose, who fled across Minchmoor. His quarters at Selkirk are still

pointed out, and a cairn within Philiphaugh grounds commemorates the heroes of the Covenant. *Bowhill* and *Newark Castle* are finely situated amidst rich woodland scenery on the opposite banks of the Yarrow. Bowhill is the stately home of the Buccleuch family. Newark Castle is referred to in Scott's *Lay of the Last Minstrel*:

> "And, rising from those lofty groves
> Behold a ruin hoary;
> The shattered front of Newark's towers
> Renowned in Border story."

Built about 1466 as a hunting-lodge for James III., it passed to the Buccleuch family, and was burned by the English in 1548. It was garrisoned by Cromwell's men after Dunbar. The stately tower, one of the finest of the Border strongholds, is in a fine state of preservation. At *Foulshiels*, on the right-hand side of the road proceeding westwards, 3¾ miles from Selkirk, stand the walls of the modest dwelling in which was born Mungo Park—in the same year as Sir Walter Scott (1771),—a distinguished African explorer in the late eighteenth and early nineteenth centuries. *Broadmeadows*, a little further ahead on the right (now a hotel), recalls the murder of the "Dark Knight of Liddesdale," who was slain by his kinsman, Earl Douglas, "in the heich of the edge" beside Broadmeadows, in revenge for the Hermitage Castle tragedy. By Yarrowford, Yarrow Kirk, and Gordon Arms the road continues by the Yarrow stream, and winds round the beautiful stretch of water known as St. Mary's Loch. Ancient towers and keeps, cairns and stones, abound on every hand, silent witnesses of an age of feud and conflict. Here in the very heart of "the dowie dens" of Yarrow, near Yarrow Kirk, above Deuchar Bridge, was enacted the great fight between John Scott of Tushielaw and his brother-in-law, Walter Scott, third son of Robert Scott of Thirlestane. The story of the "duel" is commemorated in the finest of the Border ballads, rich in pathos and tender in its matchless strains.

> "Late at e'en drinking the wine,
> And ere they paid the lawing,
> They set a combat them between
> To fecht it in the dawing.
> . . . . . .
> She kissed his cheek, she kaimed his hair.
> She searched his wounds all thorough;
> She kissed them, till her lips grew red,
> On the dowie houms o' Yarrow."

Before reaching St. Mary's Loch, at the Gordon Arms a mountain road strikes northwards to Innerleithen (8½ miles), and another southwards to Ettrick Water. Mountbenger Farm and Altrive (now Eldenhope), in this neighbourhood, are both intimately associated with the life of

James Hogg, the Ettrick Shepherd. Across the steep Eldine Swirl, Hogg's funeral passed in 1835. At Altrive the shepherd poet died amidst the scenes which inspired many of his finest lines

The glens and streams by the shores of St. Mary's Loch each have their toll of tragic or romantic incident, the most treasured by lovers of ballad and song being "The Douglas Tragedy" and "The Lament of the Border Widow," associated with the Douglas Burn and the Dow Glen in the Hunterland Burn.

The Kirk of St. Mary's, the monument to James Hogg, the Ettrick Shepherd, Dryhope's ruined Tower, Cokburne's grave, Coppercleugh, Binram's Corse, Blackhouse, Ruskinhope, Thirlestane Castle, and Ettrick Kirk are but a few of the historic features of a neighbourhood rich in tradition and folk-lore, whose storied realms were to the Ettrick Shepherd what the windings of the Tweed were to Sir Walter Scott. Hogg was born at Ettrick Hall in 1770, and is buried in the beautiful churchyard of Ettrick (9½ miles from Tibbie Shiels' Inn). Near at hand is a tombstone to the memory of Thomas Boston, the famous writer and divine, who was minister in Ettrick Church for many years. *St. Mary's Loch* is a fine sheet of water lying peacefully among the sloping hills. Scott sings of its loneliness and solitude, and the music of the thousand rills that find their way to its shores. To-day much of the silence of the hills has fled. Tibbie Shiels' Inn and the natural beauties of the "Lone St. Mary's silent lake," beloved by Hogg and Scott and Wordsworth, and a host of literary giants in the early part of the nineteenth century, have long since been discovered by the motorist, and there is no more popular run in the Border counties than the road which leads to "Tibbie Shiels," a central point from which the vales of Ettrick, Yarrow, and Tweed may be explored. The Inn stands on a narrow neck of ground between St. Mary's Loch and the Loch of the Lowes, and, since Tibbie's day, has been greatly enlarged. A native of Ettrick, she was born in 1782, and in 1813 married Robert Richardson, a Westmorland molecatcher. In 1824 Richardson died, and Tibbie was left with six children. She let her "spare room" for lodgers, her first being Robert Chambers, and from that day until her death, in 1878, she kept a comfortable, cheery, and thriving inn which attracted thousands of visitors, many of them the most distinguished literary men of their day. For well-nigh a century Tibbie Shiels has probably remained the most historic hostelry in the Lowlands of Scotland.

From the Loch of the Lowes the road to Moffat gradually ascends to Birkhill (1105 ft.). From the summit on the borders of Selkirkshire and Dumfriesshire an expansive view of the surrounding country is obtained on a clear day. To the right rise the rounded slopes of White

Coomb and Hart Fell, to the left Bodesbeck Law and Capel Fell. Straight ahead, the road is seen winding downwards into the peaceful valley of the Moffat Water. Amidst a glorious crescent of hills, shortly after leaving the summit, the beautiful waterfall known as the "Grey Mare's Tail" is seen on the right. Falling 300 ft., its source is the dark Loch Skene, lying far up among the hills. The district is associated with Covenanting times and the deeds of Claverhouse and Grierson of Lag, and Hogg's "Brownie of Bodsbeck." Near Dob's Linn, Halbert Dobson and David Dun, two worthy Covenanters, had their refuge in a cottage on the brink of a precipice 400 ft. high. The road gradually winds by the banks of Moffat Water, passing on the left before entering Moffat the mansion-house of Dumcrieff, at one time the residence of John Loudoun Macadam, whose name had an honoured place amongst the great road pioneers a century ago. He died in 1836, in his eighty-first year, and is buried in Moffat churchyard.

Leaving Selkirk by Ettrick Terrace, opposite the "Scott" Memorial, the road to Galashiels gradually descends to the pleasant valley of the Ettrick Water past Lindean Station.

Beyond Lindean, and before crossing the bridge over Ettrick Water, a beautiful woodland road strikes off to the right along the banks of the Tweed, past Faldonside House, an ancient house of the Kers, and Abbotsford House, the romantic residence of Sir Walter Scott, thence to Melrose (Route XII., page 102).

Crossing the Ettrick and the Tweed, which meet at this point, a road strikes off to the left by Caddonfoot to Innerleithen and Peebles (page 105), following the north bank of the Tweed.

The road to Galashiels winds along the west bank of the river for some distance and is one of the most picturesque in the district. The river here passes through some finely wooded scenery, and wooded heights rise steeply from its banks.

GALASHIELS (pop. 12,946) is a prosperous and important manufacturing centre, the tweed factories giving employment to a large number of the population. It also had its share in Border warfare, and many of the "Braw, braw lads of Gala Water"—on which the town is situated—were among the slain on the "bloody field o' Flodden." The coat of arms—two foxes looking ruefully at a plum tree—is said to be connected with the surprise of a party of English soldiers while eating the villagers' fruit, and is celebrated in the song called "Sour Plums in Galashiels." There were mills on the banks of the Gala as far back as 1662. Originally a small hamlet, it had its origin as a "place of welcome" for pilgrims on their way to Melrose Abbey. Despite its large industrial interests to-day, its appearance leaves much to be desired, and much could be done to beautify the town and make it more attractive to

visitors desirous of exploring the Border country and the land of Scott.

Route XII., Berwick to Edinburgh by the Scott Country, passes through Galashiels (see page 104).

Proceeding through the Market Place, the road leaves by Magdala Terrace and rises gradually by the wooded banks of Gala Water, past Torwoodlee Golf Course on the left, and continues through pleasant scenery to Bowland. Near Bowland are the remains of an ancient "brooch," one of the three best specimens in the south-east of Scotland, the others being at Torwoodlee, near Galashiels, and Edinshall, near Duns. The road now winds by the banks of the Gala Water to the charmingly situated village of

STOW (pop. 493). In far-off times the valley in which this ancient village nestles in peaceful seclusion was called Wedale—the Dale of Woe, or the Valley of Weeping—for here, according to Professor Skene, was fought one of King Arthur's great battles against the pagans. Near the village of Stow (Old English, "place") the Bishops of St. Andrews had a Palace. By the Lady Well, near Torsonce, stood in Arthurian days a Church famed for its possession of fragments of the True Cross, bestowed, it is said, by King Arthur himself. Here, too, were preserved portions of that miraculous image of the Blessed Virgin, which, the old historian Nennius tells us, the King bore into battle. In the neighbourhood there are traces of many ancient forts. In the village there are the remains of an ancient Church and of a high one-arched bridge of late mediæval times.

From Stow the road gradually winds upwards along the banks of the Gala Water almost to its source, by Fountainhall and Heriot. (Here a picturesque road strikes off to the left across the Moorfoot Hills by Heriot Water and Leithen Water to Innerleithen in the Tweed Valley.) The

SUMMIT (900 ft.) is reached about 1 mile beyond Heriot. Passing over a wide stretch of moorland, the road continues through North Middleton towards Fushiebridge, where the ancient Castle of Borthwick is seen on the right. Built in 1430 by the first Lord Borthwick, its massive walls continue in excellent preservation and the Castle is still in occupation. Here Queen Mary and Bothwell lodged for four days after their marriage, and it is said that the Queen, disguised in man's apparel, fled from the Castle to escape the fury of the Scottish nobles—Morton, Mar, and Hume. Accompanied by Bothwell, she succeeded in reaching Dunbar in safety. Dr. Robertson, the famous historian, was born in the Manse near the Castle. Beyond the Castle, on the steep of the green vale of Tyne, rises Crichton Castle, referred to in Sir Walter Scott's *Marmion*:

"Another aspect Crichton showed
As through its portals Marmion rode."

The route continues through the heart of the Midlothian coal-field by Fushiebridge (Gorebridge on the right) and Newton-grange. On the left, amidst the trees, stands the historic home of the Earls of Dalhousie (now a boy's preparatory school), partly built in the twelfth century. The Ramsays of Dalhousie have ever been famous in arms—at Halidon Hill, at Flodden, in the Raid of Ruthven, at Aboukir, and in the Great War. The Castle is one of the oldest inhabited historical buildings in Midlothian. Here, tradition tells us, was once heard the harp of Blind Harry, and here stands the famous Edgewell Oak, a branch of which is said to fall at the death of a Ramsay. In the beautiful grounds is pointed out the romantic site of the mansion-house of the Laird o' Cockpen (an ancestor of the Earl of Dalhousie), immortalised by Lady Nairne in her whimsically witty song:

> "Aften he thocht as he gaed through the glen
> She was daft to refuse the Laird o' Cockpen."

ESKBANK. Before entering Eskbank on the outskirts of Dalkeith, stands on the right the historic seat of the Marquis of Lothian—Newbattle Abbey—founded for Cistercian monks by David I. in 1140. Only a small portion of the Abbey remains.

At Eskbank the road strikes off to the left before entering Dalkeith, and gradually descends to the wooded valley of the South Esk. Crossing the river, the road skirts the grounds of Melville Castle and passes through Gilmerton. Gilmerton carters, who at one time supplied the city with coal and lime, were a numerous body whose "Play" was an annual event in the locality. From Gilmerton the route proceeds to the pleasant suburb of Newington, where the tramlines are followed along South Clerk Street and across the North Bridge to Princes Street,

EDINBURGH.

ROUTE IX

CARLISLE to EDINBURGH

By Moffat and Broughton—92½ Miles

DISTANCES ALONG THE ROUTE

Carlisle to	Intermediate Miles	Progressive Miles
Beattock	38½	38½
Moffat	2	40½
Summit	7	47½
Tweedsmuir	8	55½
Crook Inn	1½	57
Broughton	7	64
Blyth Bridge	6½	70½
Romanno Bridge	2½	72¾
Leadburn	6¾	79½
Edinburgh	13	92½

CARLISLE. Route I. to Beattock (page 17).

BEATTOCK. A quarter of a mile beyond the village the route strikes off to the right, and crosses the River Annan a short distance before entering

MOFFAT (pop. 2426), nestling peacefully amidst fine mountain scenery. Throughout the year its charming situation and mild climate attract a large number of visitors from all parts of the country. It has been called the Cheltenham of Scotland, the discovery of its medicinal waters bringing it into prominence in 1759. Historically, it has a somewhat meagre record, the outstanding event being the surprise attack by Sir Archibald Douglas upon the forces of Edward Baliol in 1333, when at the head of a thousand horsemen he defeated the English and drove them in flight to the Solway. The ancient Church of Moffat was one of the churches of Annandale transferred in 1174 by Robert the Bruce to the Bishop of Glasgow. The town stands in the midst of picturesque mountain and river scenery and is one of the best centres from which to tour the south of Scotland. It is 58 miles from Glasgow, and 52 miles from Edinburgh.

The route from Moffat to Edinburgh passes through the High Street and Academy Road, keeping to the left and crossing the River Annan. Here a long and gradual ascent commences, winding through the Annan Valley.

THE SUMMIT (1300 ft.) is reached about 7 miles from Moffat. The road is in good condition and has been greatly improved and widened in recent years. A hundred years ago the mail-coach route by Erickstane Brae from Dumfries to

Edinburgh was the scene of many adventures, and travellers on the shelterless plateau experienced great hardships. In the great snowstorm of 1831 a number of lives were lost. In his *Strange Adventures of a Phaeton*, William Black writes of these lonely hills as a wilderness of heather and wet moss and melancholy stillness. But in fine summer weather, beneath a cloudless sky, there are few mountain highways in the south of Scotland to equal the road over Tweedshaws for wealth of colour and expanse of mountain grandeur.

Before reaching the Summit the road passes what is known as the "Devil's Beef Tub," or, as the Laird of Summertrees calls it in Scott's *Redgauntlet*, the "Marquis' Beefstand." The story is founded on a tradition that a Jacobite rover, named Neil Maclaren, who was being conveyed to Carlisle prison, escaped from the Duke of Cumberland's soldiers by rolling down the "Tub." From the Summit a fine stretch of the fertile valley of the Tweed meets the eye. This is the great tableland of the South country, the Clyde rising from the hills on the left, the Tweed on the right. The old rhyme says:

> "The Tweed, the Annan, and the Clyde
> A' rise thegither on a'e hillside,
> And tried wha first to the sea would win.
> Tweed ran, but Annan wan;
> Clyde fell and brak his neck on Cora Linn."

From Tweedshaws the road winds across a wide stretch of moorland, following the banks of the Tweed. The landscape is bare of tree and somewhat forbidding in its bleakness and solitude.

TWEEDSMUIR is an interesting little hamlet, the neighbouring hills and glens of Gameshope and Talla being intimately associated with many incidents in dark Covenanting days. The churchyard contains the grave of John Hunter, a martyr for the Covenant. The Rev. W. S. Crockett, the scholarly minister of the parish, has contributed much to the literature and poetry of the Scottish Borderland, his *Scott Country* being rich in historic lore and legend. Talla reservoir, a fine stretch of water among the hills, is the chief source of Edinburgh's water supply. The most historic landmark in the neighbourhood is the site of the ancient Castle of Oliver, built by Oliver Fraser in the reign of David I. Similar towers or fortalices were placed at intervals from "The Bield" to Berwick, and were chiefly used for defence in those hazardous days. A signal fire from any of them was promptly answered by similar beacons from other towers, summoning the fighting men to arms.

CROOK INN. This historic hostelry was a place of great activity in coaching days. Burns, Thomas Campbell, Scott, Wordsworth, Dr. John Brown and many others were familiar with the "Crook," which Andrew Lang thought was the "Cleikum Inn" of *St. Ronans*. Part of the original "inn"

stands alongside the present hotel, which has revived many of its ancient glories and is now a popular resort of motorists and anglers.

The road now winds by the fast-flowing waters of Tweed, amidst scenes of great pastoral and woodland charm. Polmood, on the right, some distance from Crook Inn, is the next point of interest. Held by the Hunter family from time immemorial, it was originally a hunting-lodge of Scottish kings. Here James Hogg laid the scene of "The Bridal of Polmood." Farther on, a signpost indicates the site of the ancient weaving hamlet of "Linkumdoddie." A solitary ash-tree marks the scene of Burns' "Willie Wastle."

"Willie Wastle dwelt on the Tweed,
The spot they ca'ed it Linkumdoddie,
Willie was a wabster guid,
Could stown a clue wi' ony bodie."

Mossfennan, Logan Lea, Stanhope, and Drummelzier are but a few of the places of interest in this romantic district. Drummelzier Castle was for centuries the seat of the powerful clan, the Tweedies, and its origin is referred to in Scott's *Betrothed.* They were a bold, troublesome clan, feared throughout the Border country for generations, their reign of terror coming to a sad end in 1628, when the last of the line was cast into the debtors' cell in the Tolbooth of Edinburgh. Near Drummelzier Kirk, at the junction of the Tweed and the Powsail, the traditional grave of Merlin, the wizard bard of King Arthur's time, is pointed out. Fleeing from the field of Arderydd (Arthuret, near Carlisle) after the defeat of the Pagans in 573, Merlin, it is said, sought refuge in Upper Tweed, where he roamed a homeless wanderer. Finally he was stoned to death, and is buried by the Powsail Burn. Somewhere in the neighbourhood Merlin is said to have met St. Kentigern (St. Mungo). According to Thomas the Rhymer,

"When Tweed and Powsail meet at Merlin's grave,
Scotland and England shall one monarch have,"

and local tradition affirms that when James VI. of Scotland was crowned King of England, Tweed overflowed its banks and joined the Powsail at the spot where Merlin is buried.

BROUGHTON is finely situated in the valley of Biggar Water. The place is reminiscent of Mr. "Evidence" Murray, Prince Charlie's private secretary, who saved his own life after the '45 Rebellion by turning King's evidence. Broughton House was burned to the ground about 1775 (two years prior to Murray's death on the Continent), and the estates were sold to Lord Braxfield, the original of R. L. Stevenson's *Weir of Hermiston.* "Neither lip of me nor of mine comes after Murray of Broughton's," exclaimed Sir Walter Scott's father, as he threw out of the window the cup from which the traitor had but then drunk tea. From Broughton, a fine

woodland road strikes westward to Biggar (5 miles) along the banks of the stream of that name.

The Peebles Road. From *Broughton* an interesting run may be made to Peebles (12¾ miles) along the beautiful valley of the Tweed, and from thence to Edinburgh (22¾ miles, page 105). The route is one of the most picturesque in the Border country, especially within a few miles of Peebles. On the left rise the slopes of Trahenna (1792 ft.) and Penvalla (1764 ft.). On the right Dollar Law (2680 ft.), Pykestone Hill (2414 ft.), and Blackhouse Heights. Passing through Dawyck Woods, where the first chestnuts and larches were introduced into Britain, the road, after crossing the Tweed, passes *Stobo Castle*, and farther on *Stobo Church* (both on the left). The Kirk was founded by St. Kentigern and was probably the oldest ecclesiastical structure in Tweeddale. It was the Plebania or Mother Church of the district. The building is a mixture of Saxon and Norman in three parts—tower, nave, and chancel. Within the churchyard lies Robert Hogg, a nephew of the Ettrick Shepherd, who died at the age of thirty-two (1834), and whose ballad, the "Tweeddale Raide," is full of dramatic action and poetic sweetness. Near the junction of the Lyne Water and the Tweed are the remains of a large Roman camp. Higher up the Lyne Valley stands the massive pile of *Drochil Castle*. The Castle was designed by the Regent Morton "more for a palace than a castle of defence," but was destined to remain uncompleted and uninhabited:

> "A home ne'er roofed or warmed by hearthfire glow
> Or raying forth upon the cheerless night
> A kindly light set by a human hand."

In 1581, for his alleged complicity in the murder of Darnley, James, fourth Earl of Morton, perished at the Cross of Edinburgh, and he never lived to occupy the castle, which remains a memorial of his great ambitions and "the symbol of a baffled earthly hope and of a broken life uncrowned by fame." In the *Manor Valley* stands the cottage of David Ritchie, the original of Scott's *Black Dwarf*. Sir Walter was staying at Hallyards on Manor Water, in 1797, with his friend Adam Ferguson, and it was on this occasion that he first saw "Bowed Davie." His grave is in Manor Kirkyard. Manor Valley has numerous peel towers and is associated with the Burnetts of Barns, an ancient Border family, and with the "Hoolet of Barns," renowned for his exploits and midnight forays. In a beautifully wooded bend in the Tweed before reaching Peebles stands the stately ruin of *Neidpath Castle*. Its origin is unknown, but the light of history falls upon it in the days of the Frisels or Frasers, an old Tweeddale family. A Hay of Yester, ancestor of Lord Tweeddale, succeeded the Frasers in 1312, and after the Hays

came the Queensberry family and old "Q," Wordsworth's "degenerate Douglas," who did his best to wreck the estates in 1795. The present building belongs to the fifteenth century. Its walls are 10 ft. thick, and its history is closely bound up with many incidents in Border warfare, falling before the guns of Cromwell in 1650 after a gallant resistance by young Lord Yester. From Neidpath Castle the road winds by the banks of the Tweed into Peebles.

From *Broughton*, the road continues northwards through fine pastoral uplands to

BLYTH BRIDGE. At this point a road strikes westwards by Elsrickle and Carnwath to Lanark (18 miles), and another eastwards into the valley of the Lyne Water to Peebles (10 miles). The distant slopes of the Pentlands gradually appear on the left as the road crosses the Lyne Water at

ROMANNO BRIDGE, a picturesque hamlet and a favourite "run" from Edinburgh. From this point the road traverses a fine stretch of pastoral scenery and wooded landscape, in view of the Pentland Hills on the left and the Moorfoot Hills on the right. Continuing by Lamancha, the road reaches Leadburn, where it joins the road from Peebles on the right (Route XII., page 105) to

EDINBURGH.

ROUTE X

CARLISLE TO EDINBURGH

By Abington, Biggar, and Carlops—98 Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Carlisle to Abington	57½	57½
Lamington	6¼	63¾
Culter	3½	67¼
Biggar	2¼	69½
Dolphinton	7½	77
West Linton	4	81
Carlops	3	84
Lothianburn	9	93
Edinburgh	5	98

CARLISLE (Route I., page 17) to

ABINGTON. At the fork roads the route to Edinburgh strikes off to the right (the road to the left proceeding to Glasgow (Route I., page 20). A short distance beyond Abington the road strikes off to the right (left Lanark), across the Clyde, and continues along the banks of that river to

LAMINGTON. Near this beautifully situated hamlet stands the fine residence of Lord Lamington. It is said that Burns, after worshipping in the quaint old Parish Church in the village, left the following expressive lines in the pew :

> " As cauld a wind as ever blew,
> A caulder kirk and in't but few ;
> As cauld a minister e'er spak,
> Ye'se a' be het ere I come back."

A short distance beyond, on the right, are the ruins of Lamington Tower, which was attacked during an invasion by Edward I., when the owner, Hugh de Bradfute, was slain, and his daughter carried off to Lanark. Sir William Wallace rescued her and made her his wife. Proceeding through the village of *Culter*, the road crosses Culter Water and turns to the left after crossing the bridge.

BIGGAR (pop. 1489). This clean little town on the Biggar Water is a popular resort and is the centre of large agricultural interests. The Gladstones, or Gledstanes, ancestors of William Ewart Gladstone, were an influential county family in the neighbourhood for many generations. Dr. John Brown, author of *Rab and His Friends*, was born in the village. Boghall Castle, of which there is practically nothing left standing, was

the ancient seat of the Flemings, and a favourite residence of James IV., James V., and Queen Mary. It was a place of great strength up till 1650, when Cromwell's men held it. Biggar was the scene of a traditional battle between Wallace and the English, described by "Blind Harry," when over eleven thousand Englishmen were slain by a handful of Scottish soldiers !

From Biggar a road strikes westwards through Thankerton to Lanark (10 miles) and eastwards by Broughton to Peebles (17½ miles).

Proceeding through the main street of Biggar, the route by West Linton continues straight on at the cross-roads a short distance from the village. (The road on the right proceeds by Skirling to Blyth Bridge (Route IX., page 80).) Gradually rising, the road traverses a wide stretch of pleasant rural landscape.

DOLPHINTON (pop. 252). From this interesting upland village the road skirts the southern slopes of the Pentland Hills on the left, the Moorfoot Hills rising above the valley on the right.

WEST LINTON (pop. 610) is a popular summer resort, finely situated in the Lyne Valley, 600 ft. above sea-level. The village of Linton was the first known settlement of the "Comyn" family in Scotland. It was formerly a burgh of regality, with a baron-bailie, and a council of feuars called the "Linton Lairds." One of these, "Laird Gifford," was a noted sculptor. The finial of the Jubilee clock, representing his wife, was his work. West Linton had become famous for its stone carvers from the time when the builders at Drochil Castle introduced their art to the village. The Parish Church has some fine wood carving. The district is popular amongst lovers of the Pentlands and is a good centre for many interesting walks across the hills by the ancient tracks and drove roads.

CARLOPS is equally attractive and picturesque. Its old name was Carlynlippis, and from 1334 to 1357 was one of the landmarks of the northern boundary of England, which at that time included part of Peeblesshire. "Habbie's Howe," near the village in the valley of the Esk, is the scene of Allan Ramsay's fine pastoral drama, *The Gentle Shepherd*, "Where a' the sweets o' summer grow." From Carlops the road continues along the base of the Pentland Hills, a crowning feature of the landscape and forming a bold and picturesque background to the city of Edinburgh. The hills are as inseparable from the charms of the city as are Arthur's Seat or the Shores of Fife. Its "hills of sheep" and "grey recumbent tombs and standing stones," its winding glens and spreading moorlands, where about the graves of the martyrs the whaups are crying, are all familiar to readers of R. L. Stevenson. Allermuir, Castlelaw, and Kirkyetton are the three principal

hills which rise above the plain. Stevenson, writing in far Samoa, speaks of these "Hills of Home":

> "The tropics vanish and meseems that I
> From Halkerside, from topmost Allermuir
> And steep Caerketton, dreaming, gaze again.
> Far set in trees and woods, the town I see,
> Spring gallant from the shadows of her smoke,
> Cragged, spired, and turreted, her virgin fort
> Beflagged."

Amidst the heathery slopes nestles the cottage of Swanston, where the Stevenson family had their summer residence for fourteen years, and here Stevenson spent many happy days wandering over the hills, finding inspiration in the moorlands and glens, in their realms of romance and fancy, haunting their solitudes and their murmuring streams. The scene of the Battle of Rullion Green, where the Covenanters made their last stand, the cairns on the moor, old Glencorse Church, the Fisher's Tryst, are but a few of the scenes he lovingly refers to in his novels and essays.

LOTHIANBURN. From this point the road proceeds by Fairmilehead and enters the outskirts of Edinburgh by the Braid Hills and Morningside, following the city tramlines through Tollcross and Lothian Road to the west end of Princes Street,

EDINBURGH.

ROUTE XI

BERWICK to EDINBURGH

By Dunbar and Haddington—58 Miles

DISTANCES ALONG THE ROUTE

Berwick-on-Tweed to	Intermediate Miles	Progressive Miles
Ayton	8	8
Reston	3	11
Grant's House	6	17
Cockburnspath	4¾	21¾
Broxburn	6½	28¼
Dunbar	2	30¼
East Linton	5½	35¾
Haddington	5½	41¼
Gladsmuir	3	44¼
Tranent	4	48¼
Musselburgh	4	52¼
Edinburgh	6	58

BERWICK-ON-TWEED (pop. 12,985). This historic town was a place of great importance even in the time of Malcolm Canmore, King of the Scots, and was one of the first four royal burghs of Scotland. In the days when a chronic state of war existed between the two kingdoms, the question of the town's nationality was a cause of constant strife. Ceded to England in 1175, restored to Scotland in 1189 by Richard Coeur de Lion, captured by Edward I., recaptured by Bruce, Berwick's story down to the end of the fifteenth century is one long account of sieges and captures and buffetings, and its massive battlements were seldom free from the mingled blood of English and Scottish combatants. Its walls, built in Elizabeth's reign, were dismantled in 1822. The town has been variously referred to as the "Calais" or "Gibraltar" or "Strasburg" of the country, and certainly it figures prominently in the history of the two nations, until the union of the Crowns, as the "Key to the Scottish Border." In 1333, after the defeat of the Scots at Halidon Hill, the place surrendered to Edward III. In 1461 the Scots recovered it, but in 1481 Crook-backed Richard recaptured it, and since then it has been in English hands. One of the most picturesque features of the town is the ancient bridge across the Tweed, a beautiful surviving relic of the old days, built in the reign of James VI. A new bridge is now being erected to meet modern traffic conditions, and the present historic structure will pass to the care of the Crown. As with the other Border towns, the tragic episodes of war have long since given place to the peaceful pursuits of agriculture and fishing—"the sword to the ploughshare, and the spear to the pruning hook." The Tweed is also

now spanned by a handsome railway bridge, built by Robert Stephenson, who, fittingly enough, placed in large letters of gold over the station erected on the site of the ancient Castle the words, "The last act of Union."

The route to Edinburgh leaves by Scotsgate, past Lamberton Old Toll, the romantic scene of numerous runaway marriages. At the Toll the Scottish Border is crossed (3½ miles from Berwick). To the left of the road the Battle of Halidon Hill was fought in 1333, when Edward III. defeated the Scots under Douglas. The road continues by the shores of "The North Sea" as far as Burnmouth, where at the fork roads (the road to the right leading to Eyemouth (pop. 2453), a picturesque fishing village) the route strikes off to the left over the River Eye into

AYTON (pop. 576). Near the village stands Ayton Castle, a massive red-stone pile, built on the site of a castle of the Homes, burned by Earl Surrey in 1497. Passing through pleasant scenery, the slopes of the Lammermuirs gradually becoming more defined, the route continues by

RESTON. A road on the right leads to the cliffs of St. Abbs Head, and the picturesque village of St. Abbs, a popular holiday resort. Near St. Abbs are the remains of the original Coldingham Priory, now preserved and forming part of the Parish Church. Its history goes back to the days of St. Ebba in the seventh century, and the Priory was granted to the monks of Durham in 1098 by Edgar, King of Scotland. The Priory was of great wealth, and survived until 1544. The building, which was a fine example of Early English architecture, passed through many vicissitudes and was the scene of much Border strife. To the west of St. Abbs stand the ruins of Fast Castle, the "Wolf's Crag" of Scott's beautiful romance, *The Bride of Lammermoor*. It figured prominently in Anglo-Scottish history and is associated with the fortunes of the Earls of March, the Earls of Home, and with the Protector Somerset and the Gowrie Conspiracy.

From *Reston* the road winds through the pleasant valley of the Eye by Houndwood.

GRANT'S HOUSE. On the left a beautiful run may be made along the southern slopes of the Lammermuir Hills by Abbey St. Bathans, and from the valley of the Whiteadder cross the hills to Garvald and Gifford. This route is briefly described under Haddington (page 89). From Grant's House the road winds towards the coast and continues amidst picturesque and varying scenes of moorland and sea. To the right of the route, where Pease Bridge spans a finely wooded gorge at a height of 100 ft., the scenery is of an impressive nature.

COCKBURNSPATH (pop. 495). For many centuries the main communication between Scotland and England was by way of "Copperspeth" or "Coldbrandspath." The neigh-

bourhood is full of historic interest, and there are numerous earthworks still to be seen among the hills which attest its military importance in ancient times. It is said to have been the scene of one of Arthur's famous battles, the Dubglass, where the *Historia Brittonum* tells of four great battles, being Dunglass, which stands at the northern end of the Pass. Dunglass Castle was the scene of a magnificent reception given by the Earl of Home to James VI. when on his way to occupy the throne of England. Shortly before the great fight between Cromwell and the Covenanters near Dunbar, the Protector wrote to the Governor of Newcastle that Cockburnspath was blocked by the enemy, through which "we cannot pass without almost a miracle."

From Cockburnspath the road winds through some finely wooded landscape by the policies of Dunglass Castle (on the left). Nearing *Broxburn*, the road passes within sight of Doon Hill (on the left), where in 1650 Cromwell's troops routed the Covenanters under General Leslie. It is said that on this fatal day the Scots had 3000 men killed, 5000 wounded, and 10,000 captured. Thirty-two guns and 200 flags were taken. Cromwell wrote to his wife, "The Lord hath showed us exceeding mercy."

BROXBURN. At the fork roads the main road proceeds to the left, leaving the town of Dunbar on the right. By continuing to the right through this ancient town, the motorist gains much in historic interest and picturesque surroundings to compensate him for the slight detour.

DUNBAR (pop. 3839) has a long and romantic story, chiefly on account of the impregnable position and massive strength of its Castle. A place of account in early Anglo-Scottish history, it was given by Malcolm, King of the Scots, in 1070, to an ancestor of the Earls of Dunbar and March. It was created a royal burgh by David II. After Bannockburn, Edward II. took refuge here and escaped to England in a fishing skiff; but its most romantic story concerns its heroic defence against the English by the Countess of March, "Black Agnes," daughter of Randolph, Earl of Moray.

> "She kept a stir in town and trench,
> That watchful, plodding Scottish wench;
> Come I early, come I late,
> I found Agnes at the gate."

In 1453 it passed to the Crown, and became a royal residence. In 1567 Queen Mary of Scots sought refuge in the Castle after the murder of her favourite Rizzio in Holyrood Palace. Later she returned here after she had married Bothwell, whom she made Captain of the Castle. In June 1567 she led her forces to Carberry Hill, where she was defeated, and Bothwell fled to Dunbar and escaped from thence to Denmark, where he died a miserable death in prison. The

Castle was immediately dismantled by the Lords of the Congregation, and its grim weather-beaten walls were left a prey to the elements, being finally ruined in 1842. The Parish Church contains an elaborate marble tomb of George Home, Earl of Dunbar, James VI.'s Lord High Treasurer. The Town Hall, dating probably from the sixteenth century, with its spire and gables, is a picturesque building in the main street. The town is one of the most popular summer resorts on the east coast of Scotland, with fine bracing air and rugged cliff scenery. Its golf course, which begins a long series of links extending along the shores of the Firth of Forth to Musselburgh, is one of the most popular on the East coast

Leaving Dunbar by the High Street and West Port, the road proceeds through Belhaven and West Barns, and shortly afterwards is joined on the left by the main road from Broxburn.

The North Berwick Road. About a mile from West Barns, the road to North Berwick strikes off to the right by *Whitekirk*, an interesting hamlet with an ancient Church destroyed by fire in 1914. This historic building was for several centuries a favourite place of pilgrimage, its most distinguished visitor being Æneas Silvius, afterwards Pope Pius II. Portions of the Church, notably the fine entrance archway, belong to the fourteenth century. Proceeding from Whitekirk to the coast, the massive ruin of *Tantallon Castle* forms an outstanding landmark on the rock-bound shores. In pre-gunpowder days the Castle must have occupied an impregnable position. Its history is shrouded in mystery, and it first comes into notice in connection with the Lauders of the Bass and the ancient Douglas family during the reign of Robert II. It was a stronghold of the Douglases for a long period of years and the scene of many tragic tales in Scottish history. In 1639 it was damaged by the Covenanters, and in 1650 reduced to its present condition by General Monk. Sir Walter Scott gives an account of the fortress in *Marmion*. The interior is a labyrinth of dark dungeons and gloomy vaults, and the thick massive walls and frowning battlements "stand ranged in mysterious array," proudly defiant of wind and wave. The historic ruin is now in the keeping of the Crown.

From the Castle walls the view is one of great beauty, the rugged outline of the *Bass Rock* forming a prominent object of interest. "Build a brig to the Bass, ding doun Tantallon" is a local expression to suggest the "impossible." For three centuries the Rock was in possession of the Lauder family, and afterwards used by the Government as a garrison and prison. In Covenanting times there were confined in its dismal dungeons forty Covenanters, including "Peden the Prophet." In 1690 sixteen young Jacobite officers surprised their guards, and for a considerable time bade defiance to the government of

William. Beyond the Rock the grey coast-line of the kingdom of Fife is seen on a clear day. In one of his vivid word pictures Carlyle speaks of "projecting rock promontories with which that shore of the Firth of Forth is necked and vandyked as far as the eye can reach." *Berwick Law*, overlooking the popular coast town of *North Berwick*, is a remarkable mound which is seen for miles around. North Berwick (pop. 4524) is an ancient royal burgh and has many historic associations in the immediate neighbourhood, but golf is the attraction. Its healthy climate, fine sands, beautiful situation, and excellent bathing—above all, its famous "West Links"—attract visitors from all over the country, and not a few from the Continent and America. North Berwick in its modern interpretation means "Golf." *Dirleton Castle*, east of North Berwick, is an early thirteenth-century building and a place of historic interest. Bishop Beck besieged it in 1297, and it was restored in the fourteenth and fifteenth centuries. A ruin since 1650, when General Lambert reduced it to its present condition, it is situated in picturesque surroundings beside the old-world village green. The ruins are now under the care of the Crown. From Dirleton the road skirts and at some points traverses a series of famous golf courses, including Muirfield, Gullane, Luffness, Kilspindie, Longniddry, and Musselburgh. The distance by the coast road from Dunbar by North Berwick to Edinburgh is 35½ miles.

From *Dunbar* by West Barns the main route to Edinburgh proceeds by an excellent road, one of the best on the east coast of Scotland.

EAST LINTON (pop. 761) is a pleasant little village on the banks of the River Tyne. On the farm of Phantassie, John Rennie, the famous builder of Waterloo and other well-known bridges, was born in 1761. The village is overlooked by Traprain Law, which in olden times was a fortified hill. The ancient name was Dunpender or Dunpelder, which may mean "Stockaded Fort." Here are the remains of a native Caledonian walled town occupied during the first four centuries of our era, and on the site was discovered the great fourth-century silver treasure of Traprain, amounting to over six hundred ounces of silver plate. The extreme measurement of the works are 1100 by 300 yards. According to tradition, it was the residence of King Loth, grandfather of St. Kentigern, and a stone is said to mark his burial ground. The place was undoubtedly of great strength and the home of a large number of people. Hailes Castle, which stands on the banks of the Tyne, belonged in Queen Mary's time to James, Earl of Bothwell, and was built by a Hepburn in the thirteenth century. The north postern adjoining the donjon is of great antiquity. Eastwards from the village in the Tyne Valley are two interesting relics of ancient ecclesiastical days. Tynninghame Church was dedicated to St. Baldred in 606, and the remains of a later church

are pure Norman, with elaborate chevron ornaments and billet and hook mould. The west end of the choir, chancel arch, and pillars of the eastern arch are well preserved. The other church is Prestonkirk, the original edifice being also dedicated to St. Baldred. It is in the First Pointed style, the only ancient part being the small eastern choir. The pre-Reformation name of the church was Lynton. From East Linton a road strikes to the south, passing at the base of the Lammermuirs the beautiful estate of Whittinghame, the home of the Rt. Hon. Earl Balfour. The original Whittinghame Tower is in fine preservation. The entrance doorway has the Douglas coat of arms over the lintel, and the battlements are high and quite entire. Here Morton, Patrick Douglas, Bothwell, and Lethington planned the murder of Lord Darnley.

HADDINGTON (pop. 4053) is an ancient royal burgh and a fine example of mediæval times. Its situation on the banks of the Tyne is picturesque. It stands in the heart of wide agricultural interests, its corn exchange being one of the largest in the country. In the twelfth century Haddington had a Royal Palace. Here William the Lion resided, and here his son Alexander II. was born. In 1216, and again in 1244, it was destroyed by fire. The town continued to figure in the Wars of Independence and the troublous days of the Stuart kings. The historic Parish Church, containing the nave of an old Franciscan building (thirteenth century), is known as the "Lamp of Lothian"—the Church of the Fratres Minores, destroyed by Edward III. in 1356. The original building was cruciform in shape, and the tower had originally a crown like that of St. Giles in Edinburgh. A beautiful feature is the main west doorway, a circular arch adorned with mouldings of the Late Decorated period. The choir and transepts are in a ruinous condition, but the gargoyles and terminals are rich with fine carvings of foliage and animals. On the north side of the choir is the mausoleum of the Lauderdale family, of Renaissance work. In the Abbey sat the Scottish Parliament (1548) which renewed the French Alliance and sanctioned the marriage of Queen Mary of Scots and the Dauphin of France. Later the town was visited by Cromwell, and it was from here that Sir John Cope marched to meet the forces of Prince Charlie at Prestonpans. As the birthplace of Thomas Carlyle's wife, Jane Welsh (who is buried in the old churchyard of the Parish Church), and Samuel Smiles, author of *Self Help*, *Lives of the Engineers*, and other works, it has an honoured place among Scottish towns. It is also the reputed birthplace of John Knox, though by some authorities it is believed that the neighbouring parish of Morham is entitled to this honour. The "Nungate Bridge" is a fine example of mediæval work.

The Lammermuir Road. From Haddington a picturesque road strikes off in a southerly direction by Gifford across the Lammermuir Hills to Duns, or Abbey St. Bathans and Grant's House. The first portion of the

route may also be taken by Garvald, both roads converging near the upper reaches of the Whiteadder Water.

Gifford (pop. 345), 4¼ miles from Haddington, is an old-world village in a picturesque situation within sight of the slopes of the Lammermuirs. *Yester House*, the stately home of the Marquis of Tweeddale, is a striking example of Adams' finest work and is beautifully situated near the village. Some distance behind the house stands the remains of the Goblin or Bo' Hall, an underground chamber of massive construction, reached from the original Castle by a sloping passage partly cut out of the solid rock. It probably was intended as the last retreat should the Castle be taken, and is unique in Scotland. Tradition ascribes to its origin a demoniac agency, and Sir Walter Scott makes use of the tradition in *Marmion*. The Castle was erected by Sir Hugo de Gifford, the Wizard, in 1268.

Garvald (pop. 122), 7 miles from Haddington, 4¼ miles from Gifford, is also an interesting little village of considerable antiquity. Near at hand is the delightful residence of Nunraw, in its original state an ancient nunnery. The present drawing-room, once the refectory, has a ceiling of oak planks nailed to the joists. It is covered with paintings of quaint design. Part of the ceiling is now in the National Museum of Antiquities in Edinburgh and belongs to the early sixteenth century. The road through Garvald crosses part of the Dunbar Common, Clints Dodd (1307 ft.) on the left, and follows the Whiteadder Water from its source beneath the slopes of Spartleton Edge. 5¾ miles from Garvald the road is joined on the right by the road from Gifford, the highest point on the latter road being 1346 ft. Between this point to where the Dye Water flowing through *Longformacus* joins the Whiteadder, there stood in olden times as many as six Border towers—John's Cleuch, Gamelshiel (where, according to local tradition, a woman was killed by a wolf as she walked near her home one evening in the gloaming), Penshiel, Redpath, Harehead, and Cranshaws. There are few traces of these strongholds left, *Cranshaws* (pop. 97), a building of the sixteenth century, being in the best state of preservation. It is said that Cranshaws of old was long the haunt of one of those " Brownies " who performed all kinds of mysterious domestic or farm work while the household slept. At dawn one would find " how the drudging goblin worked to earn his bowl of cream, or how ere glimpses of morn his shadowy flail had threshed the corn." There is nothing left of Abbey St. Bathans, the original convent of Cistercian nuns. The Priory, as it was known, was founded towards the end of the twelfth century by Aida, daughter of William the Lion. Cockburnlaw, a conical hill of 1100 ft. in height, crowned with an excellent example of an ancient native fort, rises immediately to the south. On the northern slope of the hill is the site of Edin's Hall, a

"broch" of the first or second century. The walls measure in diameter 85 ft. and in thickness 15 ft. Around this romantic neighbourhood are many traces of ancient forts, circles, and earth-works, all evidence of an ancient people whose story is lost in the mists of antiquity. Especially interesting to the archæologist is the remarkable cairn on Manslaughter Law, known as the "Mutiny Stones," and probably the longest cairn in the South of Scotland, dating back to the Stone Age. For many generations this route across the Lammermuirs was in constant use as a drove road, linking up the Lothians with the Merse.

From *Haddington* the route continues by a finely built level road to

GLADSMUIR (pop. 1406), a small mining village. Here Robertson, the historian, was minister for some years and wrote his *History of Scotland* in the manse. Later he became Principal of Edinburgh University and Historiographer of Scotland. He died in 1793. Gladsmuir was also the birthplace of George Heriot (the "Jinglin' Geordie" in Scott's *Fortunes of Nigel*), Jeweller to James VI. and his consort Queen Anne. When James ascended the English throne, Heriot followed him from Edinburgh to London, where his business in Cornhill became so great that on one occasion, by Royal Proclamation, the Mayors of England and Justices of the Peace were enjoined to assist him in procuring workmen at the current rate of wages. His second wife was a daughter of the first Earl of Rosebery's grandfather—James Primrose. He left a bequest of £23,000 to be invested in the purchase of lands in the city, and the yearly income of the Trust to-day amounts to over £53,000. The "Hospital" in Edinburgh, with which his name is associated, is now a fee-paying technical college and day school.

The road now passes through the mining villages of *Macmerry* and

TRANENT (pop. 4763). Coal was mined in this neighbourhood as early as the thirteenth century. Tranent is an important burgh, not only in a large mining but an agricultural region. Near the village stands a monument erected to the memory of Colonel Gardiner, who fell at the battle of Prestonpans, which was fought near the village of Prestonpans on 20th September 1745, when Sir John Cope's army was defeated by Prince Charlie and his men. Colonel Gardiner, the leader of the Royalist Dragoons, was shot and cut down under the walls of his own house at Bankton, and after the battle was carried off the field by his servant. He died the same evening in Tranent manse.

Prestonpans (pop. 2001), on the coast, 3 miles from Tranent, is a burgh in a densely populated part of the county, with many industries, including coal-mining, fireclay working,

pottery, brewing, salt- and soap-making. The village derives its name from being the place where the priests of Newbattle had their works for making salt. Many old bits of the original village are left, including several cottages with outside stairs. Dr. Alexander Carlyle of Inveresk was born in Prestonpans manse. A great scholar and teacher in his day, he was known as "Jupiter Carlyle," because he frequently sat to Gavin Hamilton for the head of a god. Preston Tower was once a stronghold of the Earls of Home, and in later times was occupied by Sir William Hamilton, the eminent philosopher. Seton Castle, within a short distance of Prestonpans on the coast near Port Seton, was often visited by Queen Mary of Scots, and here James VI. and Charles I. were entertained on their progress through Scotland.

From *Tranent* the road continues to Levenhall, near which, on the left between that point and Inveresk, the Battle of Pinkie was fought in 1547. Here the Scottish forces under the Regent Arran were overwhelmed by the English under Hertford, Duke of Somerset, on the plain that slopes to the base of Carberry Hill. The Scots, it is said, lost 10,000 slain and 1500 prisoners, and the day was long afterwards known as "The Black Saturday." Carberry Hill was the scene twenty years afterwards of Queen Mary's dramatic parting from the Earl of Bothwell and of her surrender to the Confederate Lords. Queen Mary was taken to Edinburgh through a jeering crowd and was next day carried to prison in Loch Leven Castle.

MUSSELBURGH (pop. 17,110) is a place of considerable antiquity and interest. Its "Links" have long been famous for archery, golf, and horse-racing. At the town end of the Links once stood an ancient chapel and hermitage dedicated to "Our Lady of Loretto." Near the site is a public school which has a world-wide reputation. Much of the land round the town is used for market-gardens, and a great many of the inhabitants work in the neighbouring coal pits, paper works, breweries, oil-crushing works, and flour mills. It is named the "Honest Toun" from its motto "Honestas." Its ancient bridge over the Esk belongs to the Mediæval period and is carefully preserved as one of the most historic relics in the district. At the end of the Mall in Musselburgh stands a statue of David M'Beth Moir, the "Delta" of *Blackwood's Magazine*. His *Mansie Wauch* is still read for its interesting pictures of Scottish rural life. *Inveresk*, which stands above Musselburgh on the banks of the Esk, was of great importance in Roman times. The Prætorium probably stood on the site of the modern Church, and close to Inveresk House a Roman bath was uncovered in 1783. Fragments of Roman pottery and coins have been recovered at various times in the neighbourhood. George Wishart preached in the present Church of Inveresk just immediately prior to his martyrdom. From Musselburgh a road proceeds to the right by Joppa, Portobello, and Leith.

The usual route from Musselburgh follows the car lines as far as the Salt Works at Magdalene Bridge on the right, where it turns to the left by Milton Road and Willowbrae Road and enters Edinburgh by Calton Hill, Waterloo Place.

Duddingston. A deviation may be made of a more picturesque nature from Willowbrae Road through Duddingston and the King's Park, overlooked by Arthur's Seat. *Duddingston* is one of the most picturesque villages in the neighbourhood of Edinburgh and has many interesting and artistic features, including the ancient Church. At the gateway still hang the jougs, an iron collar and chain by which offenders were confined and exposed to the censure of their pious neighbours. Close by is the "loupin'-on-stane," where ladies mounted their horses on leaving the Church. Prince Charlie and his troops lay encamped at Duddingston prior to the Battle of Prestonpans. From Duddingston the road continues by Duddingston Loch and through the King's Park, where stands the historic royal residence of Holyrood Palace, to

EDINBURGH.

ROUTE XII

BERWICK to EDINBURGH

By the "Scott Country"—82 Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Berwick to		
Coldstream	14¾	14¾
Kelso	8¾	23½
Maxton	8½	32
St. Boswells Green	1¾	33¾
Newtown St. Boswells	1¼	35
Melrose	2¾	37¾
(Abbotsford House, 3)		
Galashiels	4	41¾
Clovenfords	3¼	45
Walkerburn	6¾	51¾
Innerleithen	1¾	53½
Peebles	6½	60
Eddleston	4½	64½
Leadburn	5½	70
Penicuik	3	73
Bilston	2¾	75¾
Straiton	1¼	77
Liberton	1¾	78¾
Edinburgh	3¼	82

This route is specially selected for those who wish to see something of the romantic beauties of the "Land of Scott," on their way from Berwick to Edinburgh. Crossing the Tweed by the ancient bridge, the road immediately enters *Tweedmouth* (pop. 5151). In olden times the place was of considerable historic importance, and King John built a castle within sight of the river. In a little narrow street stands the house where John Mackay Wilson began his *Tales of the Border*. He was born here in 1803, and died in 1835. Tweedmouth Moor was the scene of the brave Grizel Cochrane's encounter with the English mail-carrier, whom she robbed of the death warrant of her father, Sir John Cochrane of Ochiltree, condemned for high treason in the reign of Charles II. From Tweedmouth the road winds along the south bank of the Tweed, and, as far as the centre of the bridge over the river at Coldstream, is entirely on English soil.

Norham Castle. This historic ruin stands a short distance off the main road, 7 miles from Berwick, on the south bank of the Tweed. Its situation on a lofty knoll overlooking the river is unsurpassed for picturesque surroundings, and the dark red massive walls and towers, now carefully preserved

by the Crown, are evidence of the immense strength and impressive grandeur which the building must have possessed throughout the centuries of Border warfare. The Castle was built by Bishop Flambard, in 1121, "to bridle the wild Scots"; twenty years later it was captured by David. Under Henry II., Alexander II., and King John, it rose to the highest rank amongst English fortresses, and until the seventeenth century it was the scene of constant strife and conflict. Edward I resided here when settling the fierce dispute between Robert the Bruce and Baliol for the succession to the Scottish throne. Again the place suffered considerable damage at the hands of James IV. before the Battle of Flodden. The village of Norham is equally interesting, with its long broad street and old-world receding houses, its Green and Cross and fine Norman Church. Readers of Scott's *Marmion* are familiar with the fine description of Norham Castle at the commencement of the poem:

"Day set on Norham's castled steep,
And Tweed's fair river, broad and deep,
And Cheviot's mountains lone:
The battled towers, the donjon keep,
The loophole grates where captives weep,
The flanking walls that round it sweep,
In yellow lustre shone."

On the opposite side of the Tweed—in Scotland—stands the ancient Church of *Ladykirk*, dedicated, it is said, by James IV. to the Virgin Mary in gratitude for his narrow escape from death when fording the swollen Tweed. The next point of interest on the road to Coldstream is

Twizel Bridge. This is one of the best preserved mediæval bridges in the country and is of great historic interest, as it is closely identified with the Battle of Flodden. By a clever manœuvre, whose real meaning was not understood by James IV. and his officers at the time, the English forces under Surrey crossed the Till at Twizel, thus throwing himself unseen on James's line of communication. It is generally believed by students of history that the movement proved fatal to the Scottish army, who were forced to give battle on Branxton Hill, which ended in disaster for Scotland. The incident forms part of the theme of Scott's great romantic poem, *Marmion.* The Till is one of the beautiful tributaries of the Tweed, and an ancient rhyme compares the slow lap of its waters among the alders with the fast flow of the larger stream:

"Tweed says to Till,
What gars ye rin sae still?
Says Till tae Tweed,
Though ye rin wi' speed
And I rin slaw,
Whaur ye droun ae man,
I droun twa!"

Flodden and Yetholm. From *Twizel Bridge* an exceedingly interesting and picturesque run may be made

through winding lanes and romantic byways, passing by the valley of the Till to the Bowmount valley, and from thence to the Kale Water and the River Teviot where it joins the Tweed at Kelso. *Etal* is a stately ruin on the banks of the Till, and was a Border castle of great strength in the days of James IV., who captured it prior to the Battle of Flodden. The little village with its thatched cottages and gardens attracts many visitors. *Ford.* This is one of the model villages of the north of England, laid out and planned by the Marchioness of Waterford. The walls of the schoolroom are decorated with scenes from Scripture by the "Good Marchioness," who spent twenty-six years on the work—a unique gallery of sacred art. The memory of the Marchioness is deeply cherished throughout the entire district for her works of benevolence and her many generous acts. *Ford Castle*, the stately home of Lord Joicey, was originally built in 1287, and since then has undergone many changes. To-day it is one of the most imposing mansions in Northumberland. James IV. spent some time in the Castle prior to Flodden. Tradition persistently retails, with no foundation whatever, a romantic attachment between the King and Lady Heron, then in residence at the Castle, which contributed to James' downfall. In the King's room above the fireplace are the Royal arms of Scotland with the inscription—

King James ye 4th of Scotland did lye
here at Ford Castle A.D. 1513.

Flodden Field, near the village of Branxton and sometimes known as Branxton Field, was the scene of the defeat and death of James IV. of Scotland on 9th September 1513. The English army under the Earl of Surrey, which had been stationed at Wooler, had gradually worked round to the east, and by crossing the Till at Twizel Bridge had succeeded in cutting off the Scots communications. The battle was of the fiercest description, and both sides fought with great determination. The Scottish army, amounting to 40,000 men, exceeded by 15,000 the number of the English, but the latter was the more efficient fighting machine. Flodden was the greatest disaster which ever befell the Scottish nation. King James, twelve earls, fifteen lords and heads of clans, the Archbishop of St. Andrews, two bishops, two abbots, and the French ambassador—De la Motte—were slain, and the Scottish army completely routed. It is said that the Earl of Surrey, a decrepit old earl, was obliged to direct the battle sitting on a wagon. On the field to-day, marking the place where James IV. fell surrounded by his nobles, stands a granite monument with the simple inscription, "FLODDEN 1513, to the brave of both Nations." Near at hand is Branxton Church, part of which is of the Norman period, in which it is said King James held a service prior to the battle. Beneath the Church by the

roadside is Sybil's Well, referred to in Scott's *Marmion*, "Where water clear as a diamond spark in a stone basin fell." There are many other interesting memorials of this fatal day in the neighbourhood, but the scene is one of simple rural beauty, the plough having long taken the place of the sword. The theme of many a poet and artist, it inspired Sir Walter Scott in his *Marmion* with some of his finest work.

"Many a mother's melting lay,
Mourned o'er the bright flowers wede away,
And many a maid with tears of sorrow,
Whose locks no more were seen to wave,
Pined for the beauteous and the brave,
Who came not on the morrow.
A fatal day of dool and care
When Scotland's flowers were wede away,
To bloom nae mair."

Flodden is 3½ miles from Cornhill, 16¾ miles from Berwick, 11 miles from Wooler, 9½ miles from Yetholm.

Town Yetholm (pop. 325) (7½ miles from Kelso) stands on the north bank of the Bowmount Water, which flows into the River Till. Across the valley, on the southern slopes of the Cheviot Hills and within a short distance of the Border line between Scotland and England, is the quaint old-world village of *Kirk Yetholm* (pop. 213). The twin villages are finely situated among the hills, and the pure bracing air of the district attracts many visitors. For many centuries Kirk Yetholm was the home of the gypsies, who found much favour at the hands of James IV. and Mary Queen of Scots. The Royal family were the "Faas," who claimed descent from the Pharaohs! A notable member of the family was Jean Gordon, the prototype of "Meg Merrilees" (Scott's *Guy Mannering*), born here in 1670. The last king of the gypsies, Charles II., died in May 1902. The gypsy race is gone, and with them the "coronations and ceremonials" which at one time attracted people from all parts of the country. The countryside has lost something of its charm in the disappearance of the muggers and horners with their "romany" talk and curious customs. Yetholm is a delightful centre from which to explore the winding slopes of the Cheviots and the upland solitudes of Northumberland.

Morebattle (pop. 230) is an equally attractive centre in a picturesque situation in the valley of the Kale. Two miles from the village stand the ruins of the ancient Castle of Cessford, long the Border home of the Kers and the scene of fierce Border raiding. In 1523 it was captured by the English after a valiant defence by Sir Andrew ("Dand") Ker, the chief of the clan. In the neighbourhood some interesting historic relics have been found, and there are many traces of Roman camps and roads, hill forts and

carthworks. From Morebattle there is a fine road by the banks of the Kale, and later the Teviot, to Kelso (7¾ miles).

From *Twizel Bridge* the road to Coldstream continues along the wooded banks of the winding Tweed to

CORNHILL. From the ancient Church in this interesting English village, Henry Erskine, father of Ebenezer and Ralph Erskine, founders of the Secession Church of Scotland, was ejected in 1662.

Wark Castle. A short distance beyond Cornhill, on the south bank of the Tweed (before turning off to the right for Coldstream), stands the interesting village of Carham, and the route may be continued along the south bank of the river to Kelso. Before reaching Carham Green, an immense mound is seen on the right, on which stood the Border stronghold known as *Wark Castle.* Scant traces of the foundations are all that remain of a once famous building, founded about 1135 by Walter Espic, the English commander at the Battle of the Standard. Along with Ford and Etal, it also had its share of siege and warfare prior to Flodden. The legend clings to it that in its great hall the Order of the Garter was instituted by Edward III. in 1349.

From *Cornhill* the route proceeds by a finely made road to the bridge across the Tweed, where in the centre the Border line is passed into Scotland. The ancient tollhouse on the Scottish side of the bridge (one of Smeaton's finest structures, built in 1763–66) was the scene of many romantic runaway marriages. Near the bridge is the ford which was the chief crossing-place between the two countries for many centuries. Near at hand stood the wealthy Cistercian Priory, founded in 1165 by Cospatric of Dunbar and his Countess Derder.

COLDSTREAM (pop. 1295), owing to its proximity to the English border, has had a long and eventful history, and from the days of Edward I. until 1640, when Montrose led his Covenanters southwards, it was occupied by one army after another. Burns, Scott, Wordsworth also visited the town, and its name will ever be associated with the famous regiment which was raised here by General Monk in 1659, a regiment which bears a high and honoured place in the military annals of British history. The Hirsel, on the outskirts of the town, is the beautiful and historic residence of the Earl of Home, part of the building being of great antiquity. From Coldstream, before crossing the bridge over the Leet, a road strikes off to the right to Duns (10½ miles), and after crossing the River a road strikes off to the right to Greenlaw and Lauder (18 miles) (Route VII., page 61).

From *Coldstream* the road to Kelso passes along the north bank of the Tweed, and is one of the most picturesque in the Borderland.

BIRGHAM is an interesting village on account of the meetings here of English and Scottish Commissioners to settle, on 17th March 1290, the succession to the throne of Scotland with the approval of Edward I., the meetings having no result owing to the death of the little Princess Margaret, the "Maid of Norway." On the right of the route stands the little village of *Ednam*, an ancient ecclesiastical settlement of the twelfth century and the birthplace of James Thomson, author of *The Seasons, Rule, Britannia !*, and other works. Near his birthplace on Ferney Hill a monument was erected in 1820 commemorating the poet's birth in 1700. Henry Francis Lyte, the writer of many well-known hymns, including "Abide with me," was born at Ednam West Mains in 1793.

KELSO (pop. 3527), one of the most beautiful towns in the South. The lofty massive tower of the Abbey—now an imposing ruin—casts a spell over the visitor, while the quiet-flowing waters of the stately Tweed and the strange shadowy reflections on its placid surface have an irresistible fascination for all who spend any time in this peaceful riverside town.

> "Bosom'd in woods where mighty rivers run,
> Kelso's fair vale expands before the sun ;
> Its rising downs in vernal beauty swell
> And fringed with hazel winds each flowery dell."

The Abbey, Norman and Early English in its architecture, dates from 1128, when it was founded by David I. It suffered severely in the days of Bruce and Baliol, and was destroyed by Earl Hertford in 1545 and later by the reforming zealots of 1560 and 1580. The massive tower, transepts, and part of the nave still survive, and its hallowed ruins are now under the care of the Crown. The book which first brought Scott into prominence—*The Minstrelsy of the Scottish Border*—was printed in Kelso, in 1802, by James Ballantyne. Scott himself had part of his education in the Grammar School. Overlooking a terraced lawn on the banks of the river is Floors Castle, the stately home of the Duke of Roxburghe and one of the finest specimens of Tudor architecture in Scotland. The town stands in the centre of a large sheep-farming and agricultural district, and its fairs are largely attended. It has also a large influx of visitors during the summer months, and particularly at the annual race meeting, which is one of the racing events of the year in Scotland. The beautiful bridge spanning the Tweed was built by John Rennie, the famous builder of Waterloo Bridge across the Thames.

From Kelso the main road by Nenthorn and West Gordon to Lauder (17½ miles) leaves by a narrow street at the north-east side of the square in the centre of the town.

Crossing the Tweed, the road strikes off to the right, passing immediately on crossing the bridge the entrance to the beautiful residence of Sir George Douglas, Springwood House. Poet, author, and antiquarian, Sir George Douglas's name is

known throughout Scotland, and his contributions to Border literature are highly treasured by all lovers of Scotland's romantic story and its Lowland traditions.

Crossing the River Teviot, which joins the Tweed at Kelso, the route shortly afterwards passes round the base of a green mound on the left, on which stand the few remains of the Castle of Roxburgh. The original village of Roxburgh has also entirely disappeared. Its streets and churches and convent have been demolished, and its castle, one of the four great strongholds of Scotland—Edinburgh, Stirling, Berwick, and Roxburgh—is nothing but a ruin. Perhaps more than any other Border castle, Roxburgh experienced the horrors of war. Siege and assault, capture and recovery, by Scottish and English troops, were its portion for centuries. Here, in 1460, James II. was killed by the bursting of the "Lion," one of his own clumsy pieces of ordnance. Eventually the Queen ordered the complete demolition of the Castle.

> "Fallen are thy towers, and where the palace stood
> In gloomy grandeur waves yon hanging wood.
> Crusted are thy halls, save where the peasant sees
> One moss-clad ruin rise between the trees."

There lingers one relic of bygone days—St. James' Fair—instituted in the days of David I. and still kept each August in the pleasant haugh by the ruins of the Castle between Teviot and Tweed. In the graveyard of the present village of Roxburgh (a short distance off the main road) there is a gravestone to the memory of the original Edie Ochiltree, the Blue Gown of Sir Walter Scott's *Antiquary*. Andrew Gemmels (his real name) died in the neighbourhood in 1793 at the age of one hundred and six.

From Roxburgh Castle the road winds by the pleasantly wooded banks of the Tweed to

MAXTON (pop. 357). The countryside around Maxton is rich in scenes of pleasant pastoral landscape through which the Tweed flows peacefully. To the left the monument on Peniel Heugh forms a striking landmark. A short distance from Maxton the route joins the main road at

ST. BOSWELLS GREEN. Turning to the right and continuing through Newtown St. Boswells (see Route VII., page 59), the road to Melrose strikes off to the left a short distance beyond the latter place. (The main road to Earlston and Lauder proceeds straight on by Leaderfoot, Route VII., page 59.) Ascending a ridge of the Eildon Hills by the "Bogle Burn," the road continues by a gradual descent into

MELROSE (pop. 2155).

Melrose Abbey. The beautiful Abbey of Melrose has been truly named the "Mecca" of the Borderland. It lies at the very heart of the Scott country, beneath the slopes of the Eildon Hills and within sound of the peaceful waters of the

Photo: Valentine.

Melrose Abbey.

Tweed. The sacred ruins attract thousands of pilgrims from all parts of the world during the summer months. To them the Border country means "Melrose." Prior to the building of the Abbey, an ancient monastery had existed from the seventh century (about 2 miles lower down the river, overlooked by Bemersyde Hill), established by St. Aidan, from Iona, about 650. St. Eata was its first Abbot. St. Cuthbert, born on the banks of Leader Water, spent his youth here, afterwards choosing as the scene of his labours Hexham and Lindisfarne. St. Cuthbert is buried at Durham. The present Abbey was founded in 1136 and was endowed by David I. The monks were of the Cistercian Order from Rievaulx in Yorkshire. It suffered great damage in the reigns of Edward II. and Richard II. In 1385 it was restored, its architect being a Frenchman named Jean Moreau, Master Mason of Scotland. Again it suffered destruction at the hands of Henry VIII.'s troops under Sir Ralph Evers and Sir Brian Layton or Latoun, and its final downfall was accomplished at the hands of the Reformers. Various periods of architecture are represented in the building, including Decorated, Perpendicular, and Flamboyant. Whether we consider the great variety of sculptured figures and scrolls, or turn to the elaborate canopies and pinnacles of the buttresses, the arches of the cloisters and the beautiful tracery of the windows, there is no building in Scotland which surpasses the Abbey of Melrose in the picturesqueness of its general aspect or in the profusion and exquisite workmanship of its details. Now under the care of the Crown, the Abbey foundations have been excavated and much careful restoration carried out. The visitor may now form an excellent idea of the beauty of the original structure, with its nave and chapels, choir, transepts, cloisters, chapter house and vaults, warming room and scriptorium. In his *Lay of the Last Minstrel* Scott lovingly refers to the hallowed ruins:

> "Through slender shafts of shapely stone,
> By foliaged tracery combined;
> Thou wouldst have thought some fairy's hand,
> Twixt poplars straight the osier wand,
> In many a freakish knot, had twined;
> Then framed a spell, when work was done,
> And changed the willow-wreaths to stone."

Sir Walter loved to wander within its haunting shadows, and no building, with the exception of his beloved Abbotsford, possessed for him such romantic and endearing associations. Near the eastern side of the Abbey is buried the heart of Robert the Bruce, rescued from Spain, whither the "Good Lord James" Douglas was proceeding with it to the Holy Land, and where he was attacked by Saracens. Many of the Douglases lie here, including the hero of Otterburn. Another famous figure in Scottish romance—Sir Michael Scott, the Wizard—is buried near at hand.[1] In the churchyard are many

[1] A polished slab near the high altar is said to cover the grave of Alexander II.

interesting epitaphs, and the graves of Tom Purdie, Scott's faithful servant, and Sir David Brewster, the eminent scholar and Christian philosopher. The little town of Melrose, with its ancient cross and its clean spacious street, is in keeping with the historic atmosphere of the district and the romantic situation of the Abbey.

Abbotsford and Traquair Road. *Abbotsford House* is the chief place of interest in the neighbourhood. It stands on the banks of the Tweed about 3 miles from Melrose, passing through Darnick, whose narrow street and ancient peel or tower of the fifteenth century gives the village an old-world feudal air. The building of Abbotsford House, originally a cottage, was commenced in 1812 and transformed to a castle by 1824. Some £50,000 was spent in its erection and on improving the estates. The entrance hall contains the shields of well-known Border families. The gateway is from Linlithgow Palace, the roof from Roslin, and the carved oak panellings from Dunfermline. The library with some 20,000 volumes, chairs presented by George IV., Napoleon's pistols, the Marquis of Montrose's sword, Rob Roy's gun, and many other Highland and Scottish Border relics, priceless treasures of the collector and owner, absorb the visitors' attention. The "romance in stone and lime" was seldom without its visitors, who included distinguished statesmen, travellers, writers, poets, and scientists. Personal and pathetic interest centres chiefly upon the dining-room—a noble apartment with Gothic furniture and richly carved roof—for it was here that Scott died, not long after his return, homesick and heart-weary, from his vain search for health in other lands. In Lockhart's *Life of Scott* we read that it was in this room that the final tragedy was played out on that balmy autumn afternoon in 1832: "A beautiful day, so warm that every window was wide open, and so perfectly still that the sound of all others most delicious to his ear, the gentle ripple of the Tweed over its pebbles, was distinctly audible as we knelt around the bed, and his eldest son kissed and closed his eyes."

From Abbotsford House the road continues along the south bank of the Tweed by Faldonside to Lindean (Route VIII., page 73). Turning to the right over Ettrick Water and the River Tweed, the road turns off to the left by *Fairnalee* and *Caddonfoot*, this part of the road being on the north bank of the river. Near Fairnalee stands the old manor house of that name, restored in 1905, where Alison Rutherford, afterwards Mrs. Cockburn, composed a beautiful version of the "Flowers of the Forest," beginning "I've seen the smiling of Fortune's beguiling." She was born here in 1713 and died in Edinburgh in 1794. Passing Caddonfoot, the road crosses to the south bank of the Tweed past *Ashiestiel*, Scott's first Border home. Here he spent eight of the

happiest and most fruitful years of his life. While at Ashiestiel his fame as a poet rose to its fullest height. *The Lay of the Last Minstrel* (partly), *Marmion*, *The Lady of the Lake*, and the first chapters of *Waverley* were written here. Literary aspirants, publishers, and antiquaries all found their way to the picturesque home of the "Shirra." Beyond Ashiestiel stands the ruined peel of *Elibank*, an ancient seat of the Murrays. Here tradition has celebrated "the strangest marriage in history," when young Scott of Harden, son of "Auld Wat," preferring marriage to hanging, wedded "Muckle-mou'ed Meg," the daughter of Sir Gideon Murray.

Continuing along the south bank of the Tweed, and proceeding to the left at the fork roads where the branch road (on the right) crosses the Tweed to Innerleithen (Route XII., page 105), the little old-world hamlet of *Traquair* is reached. Above the village is Dr. John Brown's beloved "Minchmoor hill road" to Yarrowford in the valley of the Yarrow, by which the Marquis of Montrose fled from his pursuers after the Battle of Philiphaugh. Traquair Knowe and Kirk, "the Bush aboon Traquair," and the woods of Satyr Sykes are scenes and places that have been enshrined in song and verse, but the most interesting house in this romantic neighbourhood is *Traquair House*, which suggested many features introduced by Scott in his description of "Tully Veolan" in *Waverley*. It is one of the most historic buildings in the south of Scotland and is rich in legend. At one period in its long history it was a royal palace, and William the Lion hunted the forest here. Many other Scottish monarchs lived in the house, including Queen Mary and Darnley. It is a fine specimen of a Scottish chateau, with walls of immense thickness, and it is probably the oldest inhabited mansion-house in Scotland. Within its turreted walls, among other relics of the past, is the bed on which Queen Mary slept during her visit in 1566 and the oaken cradle of James VI. A long line of Stuarts held the barony for close on four centuries. The shutting up of the gates at the entrance to the ghost-haunted avenue is variously accounted for, but the tradition clings that after the failure of the Jacobite cause on Culloden Field, the Earl vowed that the gates would never be opened till a Stuart and a Catholic was on the throne.[1] The road from Traquair may be continued past the ancient gateway, with its grass-grown path and huge guardian bears, by Kirkburn, Kailzie, and Kingsmeadows, crossing the Tweed at *Peebles* (Route XII., page 105). The road southward from Traquair across the hills is known as the "Paddy Slacks" "through one of the greenest, purest, most pathetic glens in the Borderland," and joins the road

[1] The house was visited by King George and Queen Mary during their Royal Tour of the Borders in the summer of 1923.

through "the dowie dens o' *Yarrow*" at "Gordon Arms" (Route VIII., page 71).

The main road to *Galashiels* leaves *Melrose* by the main street, proceeding through the outskirts and crossing the Tweed by a narrow picturesque bridge. (On the left before crossing the bridge, the Abbotsford Road; on the right after crossing the bridge a road strikes along the north bank of the Tweed by Gattonside to Leaderfoot (Route VII., page 59).) After crossing the bridge the road proceeds to the left along the north bank of the Tweed, passing over the Ellwand or Allan Water flowing from the uplands through the romantic Fairy Dene or Nameless Dene. A few miles up this beautiful Border stream stand the ruins of Glendearg, described in Scott's *Monastery*, and the ancient towers of Colmslie and Langshaw. These interesting relics, situated by the Ellwand stream within sight of each other, form a picturesque and striking scene amidst the silence of the hills. Each have their associations with the Pringles, Borthwicks, and Cairncrosses, and the hunting days of James IV. From Langshaw various roads extend across the hills to Stow, Lauder, and Earlston. The district is rich in interest to antiquarians as well as to lovers of Nature's solitudes.

GALASHIELS. At the fork roads before entering the town the road (to the right) proceeds through the northern side of the town and is shortly joined (on the left) by the main road from Hawick by Stow and Heriot to Edinburgh (Route VIII., page 68).

Entering Galashiels (left at the fork roads) by a sharp descent and crossing the railway bridge, the road turns to the right into the main street of the town Proceeding straight through Market Place, Channel Street, and High Street it continues to

CLOVENFORDS. A picturesque little village, the place has many associations with Scott, Wordsworth, and Leyden, the poet. While "Sheriff of the Ettrick Forest," Scott made the Inn his headquarters. Wordsworth, in 1803, writes:

> "And when we came to Clovenford,
> Then said my winsome marrow,
> 'Whate'er betide, we'll turn aside,
> And see the Braes of Yarrow.'"

It was not until 1814, however, that the poet gazed on the haunted stream.

Crossing Caddon Water, the road winds along the fair valley of the Tweed by Thornielee, Holylee, and

WALKERBURN (pop. 1110), a thriving centre of the tweed industry. The village was founded by Henry Ballantyne in 1855, and the local "Institute," erected in 1903, commemorates his memory and his work. Opposite the village is Plora Glen, in which Hogg's "Bonnie Kilmeny" is spirited away by the fairies.

INNERLEITHEN (pop. 2403), at the mouth of the Leithen Water, is chiefly engaged in the woollen industry. It has also some claim to historical associations, the Church, in early times, being dedicated to St. Kentigern. Malcolm II. gave it the right of sanctuary, as the dead body of his son, who had been drowned in the Tweed, lay there one night before burial. An attractive summer resort, Scott here laid the scenes of *St. Ronan's Well*, and it has many associations with Scott, Laidlaw, and James Hogg, who "gleefully presided" at the annual games and took part in contests with the "Flying Tailor of Ettrick."

(From the centre of the village a road strikes southwards by Traquair to Yarrow Water (Route VIII., page 70).) Another picturesque run may be made northwards by the banks of the Leithen Water, crossing the Moorfoot Hills and joining Route VIII. either at Heriot or Middleton, near Borthwick Castle (page 74).)

From Innerleithen the road continues within sight of many beautiful stretches of the Tweed Valley, passing Cardrona and, on a green knoll, the old riven tower of Horsburgh, an ancient Border keep.

PEEBLES (pop. 5539) is an ancient and handsome town, amid heartsome pastoral scenery. The Stuart kings had a delightful habit of spending the summer in progresses and pilgrimages throughout the country, and Peebles was particularly favoured in this way—hence, perhaps, the old saying "Peebles for pleesure." Peebles was noted for its feasts of Beltane, when fires were kindled on all the hill-tops. This was commemorated by James I. in a comic poem, "Peblis to the Play." The town records date from 1195, and it is associated with many Scottish kings and the stirring days of the Reformation and Cromwell. Queensberry House, the old cross, and the ancient bridge across the Tweed are but a few of the interesting relics of this historic place. The Cross Keys Hotel, a quaint old building with an old-fashioned courtyard, is said to be the "Cleikum Inn" of Scott's *St. Ronan's Well*. The town is a well-known holiday resort, and is the centre of a large agricultural and sheep-farming district. Since the introduction of the woollen industry the place has steadily developed into one of the most progressive and enterprising towns in the south of Scotland.

The road through the Border country described in this route, beginning with Berwick, practically terminates at Peebles. The road now strikes northwards to Edinburgh, but the Border land really continues westwards from Peebles by the Tweed valley to the source of that river and southwards by Tweedsmuir and Moffat, which may be said to stand on the western margin of the Border district, between the hills of Tweed and the uplands of Lanarkshire (Route IX., page 79). Peebles is therefore at the threshold of the Lowlands, approaching from Edinburgh or Glasgow, and its fine situation, bracing

hill air, its spacious, well-kept streets, its old-world buildings, and its comparative freedom from smoke, despite its mills, give the town many unique advantages as a touring centre from which the natural beauties and historic memorials of the past may be easily reached.

The road to *Edinburgh* leaves the main street by High Street and Northgate, and in a short distance winds by gradual ascent into the pastoral uplands of the Eddleston Water and the lower slopes of the Moorfoot Hills.

EDDLESTON. In the neighbourhood is the fine cascade of Cowie's Lynn, and west of the village stands Darnhall, the fine residence of the ancient family of the Murrays, formerly called Halton and afterwards Blackbarony. (2½ miles beyond Eddleston a fine hill road strikes off to the right by *Gladhouse Reservoir* and *Temple*, joining Route VIII. (page 75) near Gorebridge.) Continuing by a finely made road across a wide expanse of sloping hills and pleasant uplands, the highest point is reached at 931 ft.

LEADBURN. At this point the road leaves Peeblesshire and enters Midlothian. The Inn which stands at the fork roads was a much frequented place in coaching times, and later, in the early cycling days, it was a favourite "run" amongst Edinburgh cycling clubs. (At this point the road to Edinburgh is joined on the left by Route IX. (page 80) from Moffat by Broughton and Romanno Bridge.) Facing the Inn, the main road to Edinburgh by Penicuilk proceeds to the left. The road on the right proceeds by Howgate and rejoins the main road beyond Penicuik.

PENICUIK (pop. 2673). Paper-making, the chief industry, was begun here about 1709. The Town stands in the finely wooded valley of the North Esk. In the grounds of Valleyfield a monument connects the town with the Napoleonic wars. From 1810 to 1814 the mills were occupied as barracks for 6000 French prisoners of war. Penicuik House, a fine Grecian building, erected in 1761, was burned in 1899 and now stands a roofless ruin. An obelisk on a height within the grounds commemorates the scenes of Allan Ramsay's pastoral play, *The Gentle Shepherd.*

Leaving Penicuik by a narrow street in the centre of the town, and passing through Shottstown, the road crosses *Glencorse Burn* by Milton Bridge. In the neighbourhood are *Glencorse Barracks. Old Glencorse Church* (on the left of the route) and the *Fisher's Tryst* at Milton Bridge appear in R. L. Stevenson's *Weir of Hermiston.* The district is rich in literary and historical associations.

Roslin Road (pop. of Roslin, 1103). *Roslin Chapel*, "an unfinished thought in stone," stands in the romantic Glen of Hawthornden, a short distance off the main road after leaving Milton Bridge. The Chapel is visited by thousands

of tourists every year, and is of great architectural and archæological interest. Sir Walter Scott refers to it in his ballad of "Rosabelle":

> "There are twenty of Roslin's Barons bold
> Lie buried within that proud Chapelle."

It was founded as the Collegiate Church of St. Matthew by Sir William St. Clair, third Prince or Earl of Orkney, in the middle of the fifteenth century. Various periods of architecture appear in the structure, which is remarkable for its wealth of carvings, figures, and groups. The "'Prentice Pillar" is of special interest. It is said to have been the work of an apprentice during his master's absence in Rome. On his return, the architect, in a fit of passion, dealt the youth a fatal blow with a hammer. The Barons of Roslin were formerly buried in the crypt in their complete armour. *Roslin Castle*, two hundred yards distant, situated on a rocky peninsula overlooking the steeply wooded banks of the Esk, dates from the twelfth century. It suffered greatly at the hands of Hertford and Cromwell. To-day an imposing ruin, its massive walls and caves and dungeons give evidence of its former grandeur in the days of "the lordly Rosslyns." In 1303, during the War of Independence, a small force of 8000 Scots under Sir Simon Fraser and John Comyn defeated the English on Roslin Moor. The English numbered 30,000 and were commanded by Sir John de Segrave and Sir Ralph de Manton, who by order of Edward I. were devastating the country. *Hawthornden House*, which stands a short distance down the Esk Valley on the opposite side of the river, was the residence of William Drummond the poet. Here in 1618 he entertained Ben Jonson, who had walked all the way from London to visit Drummond and to see a little of Scotland. Drummond's quaint account of the interview is still in existence, but Jonson's description of his Scottish travels was lost in a fire on his return to London. *Lasswade* (pop. 667) (4 miles from Roslin) is the centre of an extensive mining area which includes Loanhead and Bonnyrigg. Lasswade is a quaintly irregular village situated in the valley of the Esk. Its romantic situation supplied some of the details in the description of "Gandercleugh" in *Tales of my Landlord*. The thatched cottage in which Scott lived from 1798 to 1804, and where he was visited by Wordsworth, is still standing. Drummond of Hawthornden is buried in one of the aisles of the old Church. From 1840 to 1859 De Quincey occupied Man's Bush Cottage, now De Quincey Villa, near *Polton*.

From *Milton Bridge* the main road continues within sight of the Pentland Hills on the left, amidst pleasant woodland scenes. (About a mile and a half beyond the bridge a road strikes off to the left towards the foot of the Pentlands, crossing Bilston Burn and Burdiehouse Burn, joining Route X.

(page 83), and continuing by Morningside, enters Edinburgh at the west end of Princes Street.)

BILSTON. The scenery in the neighbourhood undergoes a change owing to the proximity of oil works and collieries.

STRAITON. From this village there is a slight descent to Burdiehouse (a corruption of Bordeaux House, where Queen Mary's attendants lived). The route continues by

LIBERTON (pop. 546), whose church tower is a conspicuous landmark. The village is supposed to take its name from the words "Leper Town" (the site of a leper hospital), and is mentioned in deeds of the reign of David I. In pre-Reformation days the village was a resort of hosts of pilgrims attracted thither by the miraculous virtues of St. Catherine's Well. A convent for the community of nuns known as the Poor Clares Colettines is now established in the vicinity. The old house of the village schoolmaster answers to the description of the residence of Reuben Butler in the *Heart of Midlothian*. To the west of the village stands Liberton Tower, dating from the fifteenth century.

From Liberton the road winds in a long descent by Liberton Hill. Passing through Newington, the route follows the tramlines, and crossing the North Bridge, enters the east end of Princes Street at the General Post Office,

EDINBURGH.

ROUTE XIII

GLASGOW to EDINBURGH

By Airdrie and Bathgate—44¼ Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Glasgow to		
Baillieston	5¾	5¾
Coatbridge	3½	9¼
Airdrie	2	11¼
Bathgate	14¼	25½
Broxburn	7½	33
Gogar	5¾	38¾
Corstorphine	1½	40¼
Edinburgh	4	44¼

GLASGOW (pop. 1,034,174) first emerges from the twilight of history in the days of the Roman occupation, but the first authentic page of its story begins with the year 560 A.D., when St. Kentigern (St. Mungo) built his cell of wattle and daub on the site of the present *Cathedral*, near the banks of the Molendinar. Not much is known of the history of the little hamlet until the twelfth century, when the See was re-established by David I., whose chaplain, John Achaius, was appointed to the bishopric. The Bishop erected a new church, but this was destroyed by fire. In 1179 rebuilding work was begun by Bishop Joceline, and the work was carried on by succeeding bishops over a long period of years. The last additions to the Cathedral were made in the reign of James IV. by Archbishop Blackadder, who built the crypt and the finely decorated stairs and screen. The Blackadder crypt, with its massive pillars —sixty-five in number—surmounted by delicately carved capitals and graceful pointed arches, is one of the triumphs of Gothic art. The general character of the Cathedral is Early English, though other styles are present, owing to the various periods during which the building was erected.

Thus the early story of Glasgow, like that of many other European cities, is really part of ecclesiastical history. In 1180 Bishop Joceline procured a charter from William the Lion constituting Glasgow a burgh of barony under its bishop, with a weekly market, and, later on, an annual "fair," which, from 1190 till the present day, has been held in the month of July. The *University* was founded by a charter of James II., granted at the instance of Bishop Turnbull and confirmed by a bull of Pope Nicholas V. in 1450; in 1454 the City was constituted a burgh of regality; in 1690 full powers of a royal burgh were granted by King William and Queen Mary. *Provand's Lordship*, which stands in the High Street facing the Cathedral, is

the oldest house in the City and one of the oldest in Scotland. This interesting link with the past was the town manse of one of the prebendaries of the Cathedral, who was Laird of Provan, and belongs to the middle of the fifteenth century. It is said that Queen Mary of Scots stayed here when Darnley lay sick in Glasgow. It was at Glasgow that Robert the Bruce received, at the hands of Bishop Wishart, the Church's blessing on his fight for national freedom. It was also at Glasgow, in 1638, that Scotland launched its irrevocable defiance of English prelacy, a step followed by fifty years of bitter suffering, in which the City had its full share. And from Glasgow, in the last days of 1745, the battered army of Prince Charlie set out on the northern retreat that was to end in the tragic and final rout of Culloden Moor.

From the banks of the Molendinar Glasgow crept down by degrees to the banks of the Clyde, to begin its commercial career as a fishing village and a centre for river traffic. It was not much more than a market-town till, after the Union, the development of the tobacco trade with the Virginias won Glasgow a place among the world's emporiums. When the American War ruined the tobacco trade, Glasgow turned energetically to general manufacture and shipping. Since then it has never looked back. Some idea of the rapid growth of the City may be got from the fact that when James VI. of Scotland ascended the English throne in 1603, Glasgow was described as "a very neate burghe toun, seated in a pleasant soil, and consisting in foure streets." A little stream flowed quietly between sloping banks, and the population, mostly engaged in the cultivation of the soil, was 6900. A year after the Union of the two kingdoms in 1707 it was 12,766; in 1763, 28,300. In 1801, when the first regular census was compiled, the citizens numbered 77,385. To-day there is a population of over 1,000,000, the City covers an area of 15,000 acres, and the annual valuation is over £12,000,000.

To the gradual deepening and widening of the river is mainly due the commercial prosperity of Glasgow and its conspicuous place amongst the great municipalities of the world. The gigantic operations of the Clyde Trustees—a body of men whose resource, enterprise, and engineering skill have successfully overcome what seemed to be insuperable obstacles—have already involved an expenditure of well over £10,000,000, and the laborious dredging operations and constant additions to the dock accommodation call for a never-ceasing watchfulness and foresight on the part of the guardians of the river, on which the very existence of the City depends.

The stream that was forded in their boyhood by men not long dead now bears on its broad surface Britain's greatest battleships, cruisers, and luxurious ocean liners, passing to and fro in majestic pageant amidst the din and rattle of the "yards" which gave them birth. From the days of James Watt, a native of Greenock, who perfected his steam-engine whilst resident in Glasgow, and Henry Bell, of Helensburgh, who, in

Photo : Valentine.

Kelvingrove Park and University, Glasgow.

1812, designed the *Comet*, the first steamboat on the Clyde, the story of the river is a long series of hard-won triumphs, and Glasgow's position to-day as the greatest shipbuilding centre of the world is largely owing to the enterprise and skill of its river trustees.

As in river affairs, so in the social and municipal life of the City. Glasgow's civic enterprises—including the supply of gas, electric light, and water; its fine electric car service, with over 150 miles of double track; its beautiful parks, libraries, and baths—have given a model and inspiration to municipal governments all over the world. The cynical remark that Glasgow is "a fine place—*to get out of*" belongs to the class of joke which a Scotsman, and especially a West of Scotland man, finds some difficulty in appreciating. For the Glasgow man—and rightly so—is proud of his city, and not alone on account of its commercial greatness. Its wide, handsome thoroughfares, municipal buildings, art galleries, technical college, exchanges, and clubs, not to speak of its long list of sons and daughters who have distinguished themselves in the world of Science, Engineering, Literature, Art, and Politics, provide the citizens with many additional reasons for a natural pride in their "dark, sea-born city."

Any reference, however brief, would be incomplete without mention being made of its great philanthropic institutions, its Royal, Western, and other Infirmaries, Hospitals, and Homes, to which the citizens contribute with a lavish generosity and public spirit which have given the City a reputation for a high sense of communal responsibility, self-sacrifice, and hospitality unequalled amongst the great cities of the world.

During the Great War the City carried on munition-making of all kinds on a gigantic scale, and the technical aptitudes of its citizens were an important factor in Britain's fighting strength.

As a touring centre, Glasgow's position is ideal. Within an hour the motorist may reach the banks of Loch Lomond, the land of Scott or Burns, the winding shores of the Firth, the mountain lands of the Grampians, or the moorland wastes "where about the graves of the martyrs the whaups are crying." The roads in the neighbourhood are wide, and for the most part well laid and fairly level, while well-equipped garages are plentiful.

Various Routes to Edinburgh. *Edinburgh* may be reached by three different routes: (1) by Airdrie and Bathgate, the one usually followed and the most direct; (2) by Bellshill, Newhouse, Salsburgh, Whitburn, Blackburn, and Mid-Calder (44½ miles). This route is comparatively free from congestion, and some parts of it, between Newhouse and Whitburn and between Mid-Calder and Edinburgh, are quite picturesque. The road, generally speaking, is in excellent condition, and many motorists prefer this route to the Airdrie and Bath-

gate road. (3) The third route links up the great industrial western centres of Motherwell, Hamilton, Coatbridge, and Wishaw with Edinburgh, and passes through Newmains, Breich, West Calder, and Mid-Calder, where it joins No. 2 route. Again there are some fine stretches of moorland and river scenery on this route, especially between Newmains and West Calder, where the Gladsmuir Hills on the right form a fine background to the expansive moor over which the road passes. The distance by this route to Edinburgh is 48 miles.

The most widely used road between Glasgow and Edinburgh (No. 1), by Airdrie and Bathgate, is now being almost entirely reconstructed at a cost of over £2,000,000. At some points a new track is being laid down, while other portions are being widened and strengthened, and new bridges erected. The line of the new road leaves Glasgow by Airdrie, and enters Edinburgh on the western outskirts of Corstorphine. The road in its new form will largely partake of the nature of a boulevard across Scotland, linking up the two great cities and bringing the manifold interests of West and East of Scotland into closer relationship.

The route by *Airdrie* and *Bathgate* leaves Glasgow by *Baillieston*, following the tramlines through Coatbridge and Airdrie, to which towns reference is made in Route VI. (page 54). From Airdrie, by *Caldercruix* and *Hillend Reservoir*, the road traverses some picturesque scenery, though it is seldom free from a distant smoking chimney or the winding gear of a colliery shaft. *Bathgate* (pop. 8226) lies near the heart of the great mineral oil-fields of Scotland, and unsightly "bings" of spent shale, from which the crude oil has been taken, lie scattered all over the landscape. The town itself is chiefly engaged in the coal, iron, and oil industries, and is a place of great commercial activity and enterprise. It has also some historical associations, and in the neighbourhood various interesting relics of antiquity have been found. Not far from the station is the site of an ancient house, at one time a favourite residence of Marjory, daughter of King Robert the Bruce, and her husband, Walter, High Steward of Scotland (who died here), founder of the Royal line of Scottish kings and queens. From Bathgate the route continues through Broxburn (pop. 9000), an important town in the oil-field area, and enters Edinburgh by Corstorphine.

EDINBURGH (pop. 420,264). The romantic story of the Capital runs like a silver thread through Scottish history for wellnigh a thousand years. Within sight of the winding shores of the Firth of Forth, on a commanding site which rivals that of Athens or Jerusalem and entrusted with the historic traditions of a nation's greatness—Edinburgh belongs in a peculiar sense to the Scottish race, whose long and ancient

story it illuminates, whose birthright it nobly strives to preserve.

The name Edwin's Burgh is translated in the Celtic "Dunedin," and its authentic records begin with the days of Edwin, Saxon King of Northumbria, who, in the seventh century, built a fortress on the precipitous rock on whose ridge the oldest part of the present city is built. Under its protection, mud-and-fagot huts arose in the valley, and Edwin's Burgh, thus rudely formed, gradually grew in importance and strength. During the succeeding centuries, and while Lothian still formed part of Northumbria, the impregnable position of the fortress made for the security of the northern portion of the kingdom. In 1120 Malcolm II. acquired it, along with the lands of Lothian, from the Northumbrian Earl Eadulf; and the further consolidation of Scotland under Malcolm Canmore ("Big Head"), together with the founding of the Abbey of Holyrood by David I., set a final seal upon the destinies of the City.

During the centuries which followed, it was the seat of Scottish Royalty till 1603, and of the Scottish Parliament till 1707. From the days of Malcolm Canmore and his English wife, Queen Margaret, whose piety and gentle manners had a civilising effect on the religious and social life of the people, *the ancient Castle*, high upon its weather-beaten rock, stands out in strong outline. Of the historical events connected with it, not even a bald summary can be attempted here. Its active career as a fortress closed in 1745, but the Castle had a sharp taste of modern warfare in April 1916, when a bomb from a German Zeppelin struck the rock and several people were killed by the bursting of the shells in the streets below.

Overlooking the beautiful gardens of Princes Street, built on what at one time was the margin of the Nor' Loch, the Castle throws an atmosphere of romance over the whole city. Many historic apartments, including the Crown Room, with the Regalia of Scotland, St. David's Tower, Queen Mary's Room, the Argyle Tower, the Parliament Hall, the Banqueting Hall, and St. Margaret's Chapel, are open to the public at certain hours. Every facility is extended by the Crown authorities to the thousands of visitors who throng its historic precincts every year.

From the battlements (450 ft. above sea-level) a splendid view of the City and the surrounding country is obtained. Towers and domes vary the symmetrical lines of what was once the New Town. The Gothic monument to the City's most illustrious son, *Sir Walter Scott*, rears its turreted spire over Princes Street and the finely kept gardens, while the blue waters of the Firth of Forth bear the eye northward to the grey-green fields of Fife and the vague silhouette of the Ochils.

Of the ancient buildings in the City the chief are Holyrood Abbey, Holyrood Palace, and St. Giles Cathedral; the University, though of later date, is interesting as a massive specimen of the Classic style in vogue in the days of Hume and

Robertson. The *Abbey*, the ruins of which lie in the green valley of the King's Park, overlooked by Salisbury Crags and Arthur's Seat, was founded by David I., who also erected the City into a royal burgh. According to tradition, the King built the Abbey to mark his gratitude for having been miraculously saved from a bellicose stag, by the appearance of a rood or cross which fell from heaven and arrested the progress of the infuriated animal. Within the Abbey were celebrated the marriages of the first four Jameses, and of Queen Mary and Darnley; Charles I. was crowned in the Abbey; and many Scottish kings and queens lie buried in the Royal vaults. In its architecture Early English predominates, though the great east window with its intricate and delicate tracery belongs to a later period when the French Flamboyant influence was strong, and the windows over the beautiful doorway belong to the Tudor period. Notwithstanding its mingled styles, the whole effect must have been one of majesty and beauty. Much of the Abbey was destroyed in 1544 by the English army, but the roofless nave remains. The Abbey was occupied by the monks of the Order of St. Augustine, whose mills gave the name to a district of the City (Canonmills), and who erected a burgh of barony between the City gates and the Abbey (Canongate), which remained a separate burgh until recent times. The Abbey had also the privilege of Sanctuary, and before imprisonment for debt was abolished, it was much resorted to by debtors. The *Palace*, immediately adjacent to the Abbey, was founded by James IV. in 1501, and is known throughout the world as the scene of some of the outstanding episodes in the life of Queen Mary. The room in which her favourite secretary, Rizzio, was murdered by Scottish nobles, Darnley's apartments, and the picture gallery (now used for levees during the Established Church Assemblies), the private apartments, with their priceless collection of old tapestries, are rich in historic memories. In recent years the residential part of the Palace has undergone many improvements, and King George and Queen Mary, during their visits to the Capital, hold their Court at the Palace, reviving much of the ancient splendour of a bygone age.

St. Giles Cathedral, beside which stands the Market Cross, in the High Street, was founded by Alexander II. (the " Fierce ") on the site of an ancient church; it has been the scene or background of many of the chief historic events in the days of the Stuarts, the Reformation, Cromwell, and the Covenanters. One of the most remarkable incidents in the history of the Cathedral took place on a Sunday morning in 1637. An old woman named Jenny Geddes threw a stool at the head of the Dean who was reading the service, with the words, " Wil't say mass i' ma lug ? " This was the beginning of the anti-prelatist revolt that culminated in 1643 in the signing of the Solemn League and Covenant by the Parliament and General Assembly. The Cathedral is a Gothic structure with a remarkably beautiful crown-tower; the interior architecture is of a very high

standard. The newly decorated Chapel of the Knights of the Thistle is one of the most artistic achievements in modern times. The *University*, the Alma Mater of many distinguished lawyers, scientists, philosophers, theologians, and statesmen, was founded in 1582, under Protestant auspices, by James VI., and the present building was erected in 1789. Its library contains upwards of 130,000 volumes, housed in a splendid hall built near the site of "Kirk o' Field," where Darnley was murdered in 1567.

Greyfriars Churchyard is perhaps one of the most hallowed places of interest not only in Edinburgh, but throughout Scotland. Originally it was the garden of the Franciscan Convent of Observantines, founded about 1436 by James I., and in the day of its power it lodged Mary of Gueldres, Henry VI. of England and his Queen, Margaret of Anjou. The Martyrs' Grave is marked by a monument erected in 1771, and the slab, the original of which is in the *Municipal Museum* in the City Chambers, bears the following inscription: "From May 27, 1661, when the most noble the Marquis of Argyll was beheaded, to the 17th February 1688, when Mr. James Renwick suffered, were one way and another murdered and destroyed for the same cause, about eighteen thousand, of whom were executed at Edinburgh about one hundred of noblemen, gentlemen, and ministers, and others, noble martyrs for Jesus Christ. Most of them lie here."

A melancholy interest is associated also with the oblong enclosure at the south-west corner of the churchyard. There, in 1679, hundreds of the *Covenanters* taken at Bothwell Bridge were for five months confined in the open air.

The parchment on which the *National Covenant* was written was, in 1638, according to tradition, brought from Old Greyfriars Church and placed for signatures on the flat grave-stone of Boswell of Auchinleck. This document bound the subscribers to maintain Presbyterianism, and to resist "contrary errors to the utmost of their power." Some subscribed with their blood, and when more signatures were sought in the streets, there were exciting scrambles for precedence. Copies of the Covenant are preserved in the Advocates' Library and in the Antiquarian Museum. The tomb of "Bluidy Mackenzie" (the King's Advocate in Covenanting times) will be found on the south side of the burying-ground. Greyfriars also contains the remains of the Regent Morton, George Buchanan, Allan Ramsay, Principal Robertson, the historian, Dr. Blair, Dr. M'Crie, Patrick Tytler, Duncan Forbes of Culloden, Henry Mackenzie, the "Man of Feeling," and others of note. The two churches were built in 1612 and 1721 respectively. *Old Greyfriars* formerly had a spire, which was blown up while it was being used by the town for the storage of gunpowder. Among its distinguished ministers were Principal Robertson, the historian, and Dr. Robert Lee, who, in 1857, was the first to introduce an organ and prayer-book into the Presbyterian service.

Many ancient landmarks still remain in the older part of the City, particularly in the High Street, Canongate, and Cowgate. Darkened alleys, crazy half-timber houses, and quaint old inns with their cobbled courtyards recall many scenes in the days of the Stuarts, Queen Mary, John Knox, and Bonnie Prince Charlie. To the student of the literary life of Scotland in the eighteenth and nineteenth centuries the City is an endless source of interest. Associations with Allan Ramsay and Robert Fergusson, Burns and Scott, Brougham and Jeffrey, Christopher North, Hogg, "The Ettrick Shepherd," De Quincey, Thomas Campbell, Thomas Carlyle, R. L. Stevenson, and other brilliant writers and scholars, have imparted to "Edina, Scotia's Darling Seat," many endearing and fragrant memories.

The City possesses many other buildings of historic interest, including the Parliament House, now the Court of Session, Heriot's Hospital, John Knox's House, the Signet and Advocates' Libraries, the Royal High School (where the late King Edward spent part of his schoolboy days), the unfinished National Monument on Calton Hill, projected in 1816, to commemorate the Scottish heroes who fell in the Napoleonic wars, besides numerous buildings of more recent date, including the Carnegie Library, New University, National Gallery, Museum, M'Ewan Hall, Usher Hall, Royal Infirmary, Municipal Buildings, St. Mary's Cathedral, and a large number of public schools and colleges. Essentially the city of the lawyer and the scholar, Edinburgh's position as the Capital of Scotland rests chiefly upon historic antiquity and academic and literary associations, its industrial and commercial activities being on a much smaller scale than those of the sister Capital of the West.

Printing, publishing, music-selling, brewing, distilling and blending, rubber works, map-making and type-founding, and chemicals are amongst the chief commercial undertakings in the City.

From Edinburgh many interesting tours may be made by the Pentland, Moorfoot, and Lammermuir Hills to the Land of Scott, or by the coast to North Berwick and Dunbar as far as Berwick, or to the Trossachs and Loch Lomond by Stirling, Callander, or Aberfoyle. Owing to the frequent delays at Queensferry—the direct route to the Highlands—motorists prefer to go north by Stirling. The City is well served by numerous excellent electric tramway routes. Owing largely to private enterprise, its motor-bus services, embracing not only many picturesque excursions to Queensferry, the Abbeys of the Border country, and the mountain-lands of the Trossachs, but regular services to Bathgate, Linlithgow, Haddington, and other important centres around Edinburgh, are probably unsurpassed for comfort and efficiency in any other city in the kingdom.

Leith (pop. 81,618), now included in the municipal boundaries, is one of the great shipping ports of the Firth

of Forth. The long "Leith Walk" connects it with the City. Owing to many much needed improvements, little of old Leith remains. It was a walled town at one time, its fortifications having been built by French supporters of Mary of Lorraine, who became Queen Regent in 1554. The "Links"—where Charles I. was playing golf in 1642 when he was first informed of the Irish Rebellion—still show traces of the earthworks thrown up by the opposing Protestant party when the town was besieged in 1560.

The Port has many memories associated with Scottish history. Here James I. stepped ashore in 1423, with Joan Beaufort, the Queen he had won in exile. Here also landed Mary of Gueldres, wife of James II., and Margaret of Denmark, the consort of James III. Another bride landed on Leith Pier in 1537, and, bending down as she put her foot to shore, kissed the soil of the land of her adoption. This was Magdalen, the fragile Lily of France, first wife of James V.—"the Queen of twenty summer days." Her successor, Mary of Guise, was of another strain; but she also brought sorrow for Leith and Scotland, and for herself. The next royal vision—"the loveliest and most fateful ever seen on Leith Pier"—was that of Mary Queen of Scots, returning to her own stern land from the fair fields of France. According to Knox, "Never was seen so dolorous a face of heaven," as at her coming. There have been later royal landings: King James VI. handed ashore Anne of Denmark at Leith harbour, after sore buffetings in the North Sea from storms which were believed to have been raised by the malignant Lothian witches; and a tablet on the quay-wall points the spot where, to the joy of Walter Scott and other loyal subjects, George IV. stepped ashore, the first Hanoverian sovereign to put foot on Scottish soil.

Most of Leith's antiquities have disappeared, but there still remain evidences of its ancient story in St. Anthony's Preceptory in Anthony Lane, the Old Tolbooth, the "Council House," "Cant's Ordinary," and Balmerino's Lodging; the "Palace" of Mary of Guise in Quality Street; the old manor houses of Pilrig, introduced in Stevenson's *Catriona*; the steeple and the manse (with the date 1600) of the Church of St. Ninian, in the Sandport of North Leith, opposite the Brigend where Abbot Bannatyne of Holyrood built his stone bridge over the water.

Besides the activities of the harbour, various industries are carried on, including saw-milling, flour-milling, engineering, brewing, distilling, rope and twine works, and the manufacture of feed-stuffs.

Granton and *Newhaven*, adjoining, are also places of interest, and have a large share in the shipping and fishing activities along the coast. From Granton there is a ferry-boat service to Burntisland on the opposite shores of Fife. (See List of Ferries at the end of the book.)

ROUTE XIV

GLASGOW to PERTH

By Stirling and Dunblane—61 Miles

DISTANCES ALONG THE ROUTE

Glasgow to	Intermediate Miles	Progressive Miles
Millerston	4	4
Chryston	3	7
Condorrat	4	11
Cumbernauld	3	14
Castlecary	1¾	15¾
Dennyloanhead	1¾	17½
Denny	2	19½
St. Ninians	5	24½
Stirling	2	26½
Bridge of Allan	3¼	29¾
Dunblane	2¾	32½
Greenloaning	5½	38
Blackford	4½	42½
Gleneagles	2	44½
Auchterarder	2	46½
Aberuthven	2¾	49¼
Perth	11¾	61

GLASGOW. This route leaves by George Square, George Street, and Duke Street, following the tramlines as far as Duke Street Station, where, before crossing the railway, it turns off to the left along the Cumbernauld Road. Crossing the Canal Bridge, it proceeds by the side of Hogganfield Loch (on the right), through

MILLERSTON (pop. 1190) and Stepps (pop. 576). At Robroyston, a little to the left of Millerston, a monument marks the spot where it is supposed Sir William Wallace was betrayed by the "fause Menteith" on 5th August 1305. According to Blind Harry, the venerable minstrel, Sir Aymer de Vallance, who held Bothwell Castle for Edward "the usurper," met Sir John Menteith at Rutherglen Kirk, and bribed him to betray the great Scottish patriot:

> "Rarbreston, it was near to the wayside
> And but one house where Wallace used to bide."

CHRYSTON. Near the village stands amidst trees the fine old mansion house of Bedlay, formerly the property of the Earls of Kilmarnock. Its high-peaked gables and turrets form an appropriate setting for the legend that it is "haunted" by a former laird. (To the left of Chryston a road strikes off to Kirkintilloch (4½ miles).)

CONDORRAT (pop. 698) is a small mining village. By a long level stretch of excellent road the route continues through

CUMBERNAULD (pop. 1311), the headquarters in early Scottish history of the powerful Fleming family. One of the oldest towns in Dumbartonshire, the district was noted in ancient times for its savage white cattle. It was also a great hand-loom weaving centre. From Cumbernauld there is a slight steady rise, and afterwards a long gradual descent to

(On the right the Stirling Road is joined by the main road from the South (Route VI., page 50).)

CASTLECARY. On the right among the trees is seen the ancient tower of Castlecary. There was a station on the Roman Wall here, and discoveries have been made of Roman coins, pottery, and various utensils, military and domestic. The famous wall of the Roman Emperor, Antoninus Pius, of which there are traces in the district, consisted of an earthen rampart 10 ft. high and 14 ft. thick, and extended from the River Forth to the River Clyde. Built in 140 A.D., it was intended to protect the Roman province from the incessant invasions by the Picts from the North. An exhaustive book on the history of the wall—its structure, forts, stations, and situation, is that of Sir George Macdonald's *The Roman Wall in Scotland.* The famous rampart has been studied with scrupulous care from end to end, and its story is interestingly set forth by the distinguished historian and writer on the Roman period in Scotland.

Crossing the Forth and Clyde Canal, the route enters an extensive mining area around

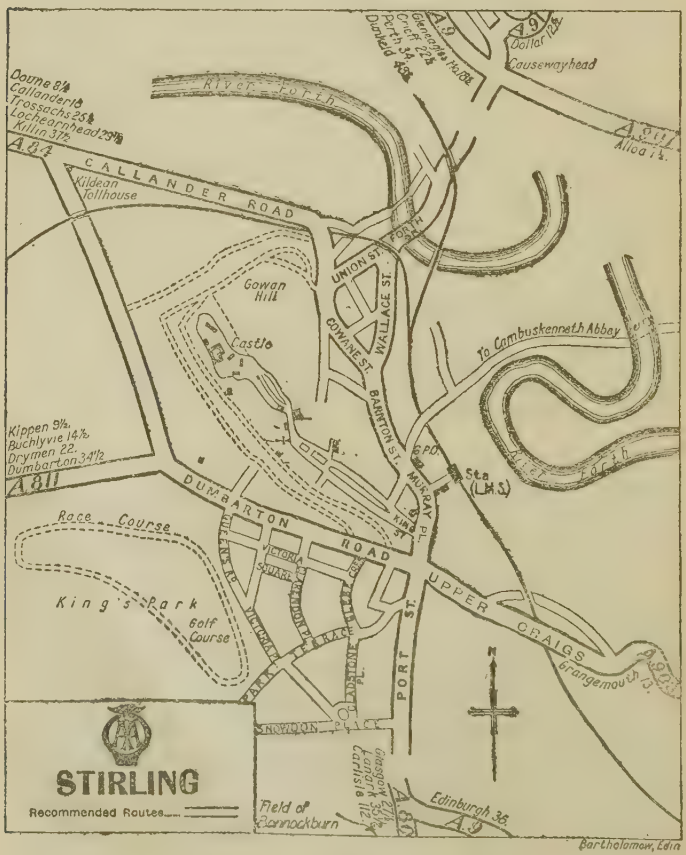
DENNYLOANHEAD (pop. 3378). (Here a road proceeds on the right to Falkirk (5 miles).) Following the main road, the route enters the busy mining town of

DENNY (pop. 5130), near which stand two artificial mounds called Dunipace Hills, supposed to be the burial mounds or tumuli of ancient Pictish times. The route continues through pleasant scenery, and gradually the lower slopes of the Ochils come into view on the right, while on a clear day the dark grey outline of the Lower Grampians and the wind-swept peaks of Ben Vorlich and Stuc-a-Chroin may be distinguished away to the north-west. On a rocky ridge overlooking the far-stretching valley of the River Forth, Stirling Castle rears its battlemented towers to the sky, awakening memories of the triumphant fight of a fearless race for national freedom.

Battle of Bannockburn. The struggle centred at Bannockburn—a little to the left of the route, near the ancient village of St. Ninians—on 24th June 1314, when Robert the Bruce, at the head of the Scottish Army, 20,000 strong, defeated the English Army consisting of 30,000 men under Edward II. On a slight eminence overlooking the village is still to be seen the "Bore

Stone," on which was fixed the Royal Standard of Scotland. Other interesting places in the neighbourhood are the "Gillies' Hill," where Bruce stationed his camp-followers; Sauchieburn, where James III. fought his rebellious nobles; Milton, where he was thrown from his horse; and Beaton's Mill, where he was stabbed by a priest.

ST. NINIANS (pop. 8152). The little narrow village is a place of great antiquity, but its chief point of interest is its proximity to the Field of Bannockburn. The battle raged chiefly round the village, and King Robert the Bruce had his headquarters close by. At one time it was famous for nail-making. To-day it stands on the outskirts of Stirling and its quaint old-world air is gradually disappearing. (The road from Edinburgh by Linlithgow enters the village on the right (Route XVIII., page 145).)



STIRLING (pop. 21,345) is one of the most ancient royal burghs of Scotland. To-day the town is the market centre of a rich agricultural area. Its picturesque situation on the banks of the winding Forth has brought many residents to the neighbourhood, while its historic associations will always prove an endless source of interest and charm. Stirling is the geographic centre of Scottish history. The *Castle* was the favourite residence of Alexander I. and of William the Lion, the scene of many incidents in the days of Wallace and Bruce, and the birthplace of James II. (1430) and James V. (1512). The Palace, Chapel Royal, Douglas Room (in which in 1450 the powerful chief of the Douglas family was assassinated by James II. and his nobles), Queen Mary's Room (in which she lived from the age of two till five), and many other interesting apartments may be inspected by the visitor. The Castle is under the care of the Crown, and its historic relics and structural features are jealously guarded by those in charge of the Ancient Monuments of Scotland. On a clear day the view from the Castle is one of the finest in the country; it includes the Grampians and the peaks of Ben Lomond, Ben Ledi, Ben Vorlich, and Ben More. Mary and James VI. were crowned in *Greyfriars Church*. Parts of this interesting Church belong to the fifteenth century. Here Regent Arran publicly renounced Protestantism in 1543, General Monk besieged it in 1651, and the Highlanders occupied it in 1746, when its bells pealed in honour of their victory at Falkirk. *Cambuskenneth Abbey* (Augustinian), about a mile east of the town, was founded by David I. in 1147, and contains the tomb of James III. Here the nobles of Scotland swore allegiance to King Robert the Bruce and the first Scottish Parliament was held. The "Abbey Craig," a rocky eminence (362 ft.) by the banks of the river, is surmounted by the Wallace Monument, erected at a cost of £16,000 in 1861, and containing an interesting collection of historic relics. The old "Brig" of Stirling, seen to the left when crossing the river (going north), was the scene in 1571 of the execution of the last of the Roman Catholic prelates in Scotland—Bishop Hamilton, of St. Andrews. The Bridge, which is closed to traffic, belongs to the Mediæval period and is preserved under the "Ancient Monuments of Scotland." It is said by some authorities that about 60 yards above there stood an older bridge called "Kildean" Bridge, where was fought in 1297 the Battle of Stirling, when Wallace defeated the English. Other places of interest in the historic burgh are the ancient house known as "Mar's Work," and the town house of the Earls of Argyll, called "Argyll's Lodging." Stirling is a thriving industrial centre and has large agricultural interests. Its beautiful situation on the River Forth, and its central position on the great thoroughfare to the North, attract many visitors during the summer months. If its Castle was known in ancient times as the "Bulwark of the North," the town may fittingly be named the "Gateway to the North."

From *Stirling* the road crosses the River Forth, and winding

along the base of the wooded knoll crowned by the Wallace Monument, turns to the left at Causewayhead.

The Dollar Road. At Causewayhead—1¾ miles from Stirling—a road strikes off to the right through some fine woodland scenery along the foot of the Ochil Hills, by *Alva*, *Tillicoultry*, and *Dollar*, to *Milnathort*—21¾ miles—where it joins Route XIX. (page 155). Near the beautifully situated village of *Dollar*, noted for its Academy, the ruins of Castle Campbell are poised on a precipitous rock overhanging a finely wooded glen. Of great antiquity, it was long a chief residence of the Argyll family, and was burned by the Marquis of Montrose in 1645. The two streams encircling it and flowing into the Devon are called "Sorrow" and "Care," and the original name of the building, "Castle Gloom," was altered in 1493 by Act of Parliament. The "*Rumbling Bridge*," spanning a dark chasm through which the Devon rushes with tremendous force, the "Devil's Mill," and "Cauldron Linn" are well worth going many miles to see. There are few scenes of such natural grandeur to be found in any part of the country, even in the Highlands of Scotland.

BRIDGE OF ALLAN (pop. 3579) is a popular residential district on account of its fine situation and mild climate. Crossing the Allan Water by the bridge at the end of the town, the road winds through the valley of Strathallan, passing on the left the picturesque grounds of Keir House, the residence of the ancient Stirling family.

DUNBLANE (pop. 2931). The Cathedral, which stands at the head of a narrow street, was founded by David I. in 1140. Partly destroyed by a body of Perth citizens headed by the Duke of Argyll in 1559, and restored in 1892 at a cost of £28,000, the building contains the tomb of Margaret Drummond and her sisters, whose romantic story is closely associated with the early life of James IV. In the churchyard a stone marks the grave of Jessie Duncan, the heroine of Tannahill's song, "Jessie, the Flower o' Dunblane." Ruskin in one of his lectures said, "No common man designed Dunblane Cathedral. I know nothing so perfect in its simplicity and so beautiful in all the Gothic with which I am acquainted."

"A quaint old place, a minster grey,
And grey old town that winds away
Through gardens down the sloping ridge
To river's brim and ancient bridge,
Where the still waters flow
To the deep pool below."

From Dunblane, on the left before entering the town, a road strikes off to the left to Doune and Callander (Route XXI., page 170).

Passing through Dunblane, the route proceeds by the green banks of the Allan over one of the finest stretches of road in

Scotland. The road runs in a straight line from the outskirts of Dunblane to Greenloaning. The building on the right, about a mile out of Dunblane, is the Queen Victoria School for the Sons of Scottish Sailors and Soldiers, opened by the late King Edward VII. in 1908. The moorland rising towards the Ochil Hills on the right was the scene of the Battle of Sheriffmuir in 1715, when the Jacobites under the Earl of Mar, and the Royalists under the Duke of Argyll, fought an indecisive battle, as the sarcastic lines of the old ballad indicate:

> "There's some say that we wan,
> And some say that they wan,
> And some say that nane wan at a', man."

GREENLOANING is a tiny hamlet in the Allan Valley, and stands at the junction of two main roads.

Crieff Road. The road to the left proceeds to Crieff and the Central Highlands; the one to the right to Perth, known as the "Great North Road." The Crieff Road passes within sight of the famous Roman Camp near Braco, 1½ mile from Greenloaning. The camp is one of the largest constructed by the Romans in Scotland and is computed to have contained over 40,000 men. Its ramparts and fosse are distinctly traceable and are a source of great interest to students of the Roman period. Within 3 miles of Crieff the route passes through the quaint old village of *Muthill* (pop. 667), believed to date from the times of the Culdees. The ancient Church was built in the fifteenth century, and its unique square tower is said to belong to the eleventh century. The beautiful policies of Drummond Castle, the property of the Earl of Ancaster, are passed before entering Crieff, where Route XXIII. (page 181) is joined.

From *Greenloaning* the Perth Road (to the right) traverses a wide stretch of pleasant pastoral landscape, overlooked on the right by the gentle slopes of the green Ochils. Across the fertile plain, watered by the River Allan, is the famous curling loch of Carsebreck.

BLACKFORD (pop. 600). Passing through the village, the road continues to

GLENEAGLES. The district has come into public notice in recent times, and the golf course, which is one of the finest in Scotland, along with the palatial hotel, attract many visitors from all parts of the country. From Gleneagles a picturesque route strikes through the glen of that name to the beautiful valley of the Devon and Rumbling Bridge, where it joins the Dollar Road (page 122).

AUCHTERARDER (pop. 2263) is one long street, bare, wide, and somewhat austere. A few trees on either side would greatly improve its appearance. The town is famous in ecclesiastical history, as it was here that events arose which

culminated in the Disruption of 1843 and the formation of the "Free Church of Scotland." In the immediate neighbourhood are the remains of Auchterarder Castle, once a royal seat, occupied by Edward I. during his northern campaign. The old Parish Church and Well of Mackessock are about half a mile beyond. The town was burned by the Earl of Mar after the Battle of Sheriffmuir. Cloan House is the residence of Lord Haldane. In Kincardine Glen, at the foot of the Ochils, stands the ruin of Kincardine Castle, once a seat of the Montrose family. The castle was destroyed by Argyll in retaliation for the destruction of Castle Campbell. There is a yew tree of great antiquity in the neighbourhood of the castle.

From Auchterarder a good road proceeds northwards to Crieff (10½ miles).

ABERUTHVEN is an old-world village on the Ruthven Water, which flows into the River Earn, through Strathearn. In the ancient church, dedicated to St. Kattan, the aisle is used as a burying-place of the Montrose family.

Dunning Road. On the right of the village a road proceeds to *Dunning*, and winds across the Ochils to Rumbling Bridge. The highest point on the road is 1007 ft. Dunning Church is an ancient building of the thirteenth century, and has a Norman tower, with elaborately carved and pointed archway. It is one of the finest examples of early Norman architecture in Scotland. The patron saint is St. Serf, who, according to tradition, killed a dragon in the "Dragons' Den" among the neighbouring hills.

Forteviot, according to certain authorities, was the ancient capital of the Picts. Here Kenneth I. brought the Scots from Argyll, expelled the Picts and made Forteviot the capital of Scotland. He reigned sixteen years, died here in 859, and is buried in Iona. The place is associated with many names in Scottish history, including King Duncan, Malcom III., and Henry I. On *Dupplin Moor*, near at hand, the army, under Edward Baliol, encamped at a place called Miller's Acre on the night previous to the disastrous Battle of Dupplin. Between Forteviot and Forgandenny a glimpse may be had of *Dupplin Castle*, for many years the seat of the Earls of Kinnoull, now the residence of Lord Forteviot. The Parish Church of Forgandenny is of considerable antiquity, and Freeland House in the neighbourhood has many interesting associations with anti-prelacy days and Covenanting times. Within the grounds are the ruins of the ancient house of the Ruthvens, destroyed by fire in 1750.

From *Aberuthven* the road gradually passes into the green fertile valley of the River Earn, which it crosses near Chapelbank. On the left, at this point, a picturesque road passes near *Gask House*, the original "Auld Hoose" of Lady Nairne's

plaintive melody. There is a fine example of a Roman road near the house, and many interesting Roman relics have been discovered in the neighbourhood.

From Chapelbank the main road continues past Dupplin Loch (on the left) through pleasant pastoral scenery, and enters the outskirts of Perth at Cherrybank, proceeding to High Street,

PERTH.

ROUTE XV

GLASGOW to INVERNESS

By Callander and Loch Tay—188¼ Miles

DISTANCES ALONG THE ROUTE

Glasgow to	Intermediate Miles	Progressive Miles
Torrance	6¾	6¾
Lennoxtown	3½	10¼
Summit	3¾	14
Newtown of Fintry	4¾	18¾
Kippen	6½	25¼
Doune	8	33¼
Callander	8	41¼
Strathyre	8¾	50
Kingshouse	2	52
Lochearnhead	3	55
Lix Toll	5	60
Killin	2½	62½
Kenmore	16½	79
Aberfeldy	6¼	85¼
Grantully	5	90¼
Logierait	4	94¼
Ballinluig	¾	95
Pitlochry	4¾	99¾
Inverness	88½	188¼

The route generally followed is by Stirling, Crieff, and Pitlochry, but the following route to Pitlochry, while not so direct, is recommended to those who desire a greater variety of loch and river scenery.

Leaving Glasgow by George Square, George Street, High Street, past the Cathedral on the right and Provand's Lordship, the oldest house in the city, on the left, the route follows the tramlines through Springburn and Bishopbriggs. Two miles beyond the terminus the route leaves the main road to Kirkintilloch and Kilsyth, and strikes off to the left through

TORRANCE (pop. 830). The road continues by short ascents and descents through pleasant scenery. Crossing the railway lines, the route strikes sharp to the left into

LENNOXTOWN (pop. 2182), a busy mining town at the foot of Campsie Fells. At the upper end of the town the road strikes off to the right and gradually winds up the hillside, from which there is a good view of the Blane valley. The towers of Lennox Castle, the home of the ancient Lennox family, are seen amongst the trees on the opposite side of the strath. The "pull up" is fairly steady by a good road for about 2 miles,

ascending gradually through the Campsie Glen to a wide stretch of moorland at the

SUMMIT (1024 ft.). Near the top of the hill the route passes, on the left, the fine waterfall known as the "Spout of Ballagan." The road across Campsie Muir is a typical moorland road, and offers an expansive view of the sloping Campsie Fells and the distant Grampians. Gradually descending to the valley, where Gonachan Burn is crossed, the road passes through

NEWTOWN OF FINTRY (pop. 203). Here the road crosses on the right the River Endrick, which flows into Loch Lomond. (The road straight on proceeds to Killearn, Balloch, and the shores of Loch Lomond.) Winding along the pleasant fertile valley, from which rise the green slopes of the Fintry and Gargunnock Hills, the road gradually ascends to the village of

KIPPEN (pop. 484). "Oot o' the warld intae Kippen" is a local expression which has reference to its aloofness from the stir and bustle of the city. Its situation on the hillside, its old-world street and thatched cottages, give it an air of quiet and restful seclusion. The hamlet figured in the struggles of the Covenanters, and in the graveyard lies buried the famous Covenanting leader, Ure of Shergarton, who fought at Bothwell Brig. The Glen of Boquhan, in the vicinity, is one of the most picturesque in the Lowlands of Scotland and the scene of many local traditions.

At the foot of the hill, a little beyond the village, the road passes into the valley of the Forth. (Before crossing the river at the fork roads, the road on the left proceeds to Drymen and Loch Lomondside (13¼ miles); the right to Stirling (8½ miles).) Beyond the bridge across the Forth the road strikes off to the right (left, Thornhill and Aberfoyle), and, crossing the Goodie Water, in a short distance joins the main road from Stirling to Thornhill and Aberfoyle. Continuing to the right, the road to Doune turns sharply to the left at Kincardine Church and proceeds across the ancient bridge over the River Teith to

DOUNE (pop. 865). From the bridge, built in 1535 by Robert Spittal, tailor to Queen Margaret Tudor, wife of James IV., there is a fine view of the imposing ruins of Doune Castle. The Castle, one of the finest examples of the Scottish Baronial architecture in Scotland, was long the seat of the Earls of Menteith, from whom it passed by marriage to Robert, Duke of Albany, Regent of Scotland. His descendant, Lord Doune, married the only daughter of the Regent Moray, whose family have continued in its possession until now. The late Earl of Moray had the building restored, and much care was bestowed on the work. The building belongs chiefly to the fifteenth century, and its massive walls, bastioned square tower, turrets, and staircases, banqueting hall, Barons Court hall, Queen Mary's room, and courtyard give evidence of the lordly splendour in the days of the Menteiths and the

Stewarts. It was a favourite residence of the Scottish kings and queens. It also figured in the '45 Rebellion, and is referred to in the beautiful ballad which tells of the murder of "The Bonnie Earl o' Moray":

"O lang will his ladye
Look frae the Castle Doune,
Ere she sees the Earl o' Moray
Come soundin' thro' the toun."

The Castle also figures in Scott's *Lady of the Lake* and *Waverley*. The village itself has an old-world air, with its ancient market cross, and was at one time famous for the making of pistols and dirks.

After crossing the bridge, and before entering the village, the road to Callander passes to the left and proceeds along the finely wooded banks of the Teith.

CALLANDER (pop. 1874) lies at the entrance to the mountain lands of Scotland, and its situation on the banks of the Teith is one of great natural beauty. Its proximity to the "*Trossachs*" gives it a unique position as a popular touring centre. The road by Loch Vennachar, Loch Achray, and Loch Katrine is now open to motor traffic. The road at certain parts is exceedingly narrow, and motorists require to drive with care. With the road improvements contemplated, this beautiful road to Loch Katrine will attract many visitors to a district over which Sir Walter Scott has cast a spell of romance in his *Lady of the Lake*. In that absorbing poem the great natural beauties of this fine series of lochs, and their romantic associations, find a poetic expression which has enriched the literature of Scotland for all time. With the opening one day of the road from Loch Katrine to Aberfoyle (at present the private property of the Duke of Montrose), a circular tour from Callander by the Trossachs to Loch Ard and the Lake of Menteith will form one of the finest and most picturesque runs in the country. The distance from Callander to Loch Katrine is 9¾ miles, and for guide—a copy of *The Lady of the Lake*. Lanrick Mead, Coilantogle Ford, Brig o' Turk, Ellen's Isle, Duncraggan, Glen Finlas, and Strathgartney, over which frown the rugged sides of dark Ben Venue, all have their haunting memories of a poetic masterpiece, which has done more than any other work since Scott's time to unfold to the world something of Scotland's rich inheritance of mountain grandeur and natural beauty.

Proceeding through the spacious and attractive main street of Callander, past *Kilmahog Toll* (where the Trossachs Road strikes off to the left—8¾ miles), the road enters the *Pass of Leny*. At the head of the Pass, in a narrow gorge, the *Falls of Leny* tumble in a tempestuous roar to the lower reaches of the Teith. A signpost marks the spot from which a path leads to the water's edge. From the Pass, the road continues to the shores of *Loch Lubnaig*. On the opposite side of the

Loch rise the precipitous heights of Ben Ledi (2875 ft.), Ardmandave Hill (2332 ft.), and Ben Vane (2685 ft.). Winding by the shores of the Loch, the road enters

STRATHYRE, a picturesque little village a short distance north of Loch Lubnaig. A memorial water-fountain here commemorates the birthplace of Dugald Buchanan, the Gaelic poet, who was born on the banks of the Balvaig in 1716. From Strathyre the road continues to

Kingshouse. At this point a road strikes off (to the left) by "the bonnie Braes of Balquhidder" to the shores of Loch Voil, near the head of which, in a farm-house, Rob Roy breathed his last. Armed, at his own request, with claymore and dirk, it is said that the restless outlaw called for the pipes, and, amid the mournful strains of "We return no more," the brave spirit passed away. In the ivy-clad ruins of the ancient Church of Balquhidder a stone, on which a sword is rudely cut, marks the grave of the most famous of the Macgregors. The road terminates at Inverlochlarig, near the site of Rob Roy's house, and a fine mountain track leads across the hills to the shores of Loch Katrine.

Continuing by a well-made road, the route proceeds through

LOCHEARNHEAD, a little Highland village at the western shores of Loch Earn. In the immediate vicinity are the Edinample Falls, and behind the village an interesting group of stones with cup and ring markings. (The road is joined on the right by Route XXIII. (page 183).)

From the village the road gradually winds up the mountain pass of Glen Ogle. The ascent for about 3 miles is gradual, and the road is straight and of good surface. Far above the valley on the left the railway line is seen passing along the mountain-side amidst huge boulders and tumbling waterfalls. The road through the Glen was originally built by General Wade after the Jacobite Rebellion of '15. Traces of the military road may be seen winding into the lower part of the Glen on the left. General Wade, at the request of Parliament, visited the Highlands immediately after the '15 Rebellion, and in 1719 and again in 1724 reported to his Government, not only upon the general social condition of the Highlanders, but upon the meagre and difficult means of communication. As the result, he was empowered to commence the construction of various roads through the Central Highlands from various points in the "Great Glen," including Fort William, Fort Augustus, and Fort George, Inverness. The work of road reform proceeded under his direction until 1737, when it was continued by successive Governments until near the close of the eighteenth century. These military roads are generally spoken of as "Wade's Roads," though the actual distance of the General's roads was 253 miles. General Wade relinquished his command in Scotland in 1740, died in 1748, and is buried in

Westminster Abbey. His work was the means of opening up the Highlands of Scotland and effecting a closer and more intimate relationship between the North of Scotland and the South.

Passing on the left the little mountain loch of Lairig Eala at the head of the Glen, the road gradually descends to

LIX TOLL, where the route strikes off to the right for Killin.

The road on the left proceeds to Crianlarich and Oban (Route XXIII., page 183).

The road now enters Glen Dochart and winds eastwards along the tree-shaded banks of the Dochart River, which flows into Loch Tay at

KILLIN (pop. 474). Crossing the picturesque bridge over the beautiful Falls of Dochart, the road turns sharp to the right into the wide main street of the village, which retains many of its thatched cottages and Highland characteristics.

A narrow winding road strikes off to the right before crossing the bridge, along the south shores of Loch Tay, joining the route at Kenmore (16 miles). The road passes the hamlets of Ardeonaig, Ardtalnaig, and Acharn, and gives many fine views of Loch Tay which are unfamiliar to the tourist who generally takes the road by the north side of the Loch.

From the bridge across the Dochart there is a fine view of the wide-spreading valley, and on a clear day the rounded slopes of Ben More (3843 ft.) stand out in dark outline on the western horizon. On a little wooded island below the bridge many generations of the ancient family of Macnab, a powerful Highland clan, lie buried. Killin is said to have been the home of Fingal, whose grave is marked by a large stone near the village. Dr. MacCulloch described the Killin neighbourhood as "the most extraordinary collection of extraordinary scenery in Scotland." The district attracts many distinguished artists and a large number of tourists. On a fertile and finely wooded strip of shore extending into Loch Tay, on the banks of the River Lochay, and near the point where that river joins the Dochart as it enters the Loch, stand the ruins of Finlarig Castle, an ancient seat of the Breadalbane family. The Castle is mentioned in Scott's *Fair Maid of Perth* as the death-place of the chief of Clan Quhele. Beside the ancient Castle stands the mausoleum of the Breadalbane family.

A beautiful road, passing through some of the finest scenery in Scotland, proceeds to the left after passing the church and monument to the Rev. James Stewart, the first to translate the New Testament into Gaelic. The road winds along the banks of the *Lochay* as far as Badvaim. The most picturesque part is in the neighbourhood of the *Falls of Lochay*, which descend through the thickly wooded gorge in a series of beautiful cascades.

Glen Lyon and Loch Rannoch. About 4 miles from Killin, and after passing Morenish, on the north bank of Loch Tay, a mountain road strikes off to the left over the lower ridges of Ben Lawers (3984 ft.) and winds over wild moorland scenery into *Glen Lyon* at *Bridge of Balgie*—7⅞ miles from Tayside. The road rises to a height of 1805 ft. above the sea-level, and there are numerous exceedingly steep gradients and awkward bends. The scenery in Glen Lyon is of a sombre and majestic character. In the lower part of the Glen the road passes through the ancient village of *Fortingall*, where stands a yew tree said to be 3000 years old. The yew is carefully preserved in the ancient churchyard, which also contains a number of sculptured stones. The place is of great antiquity, so old that, according to a local legend, no less a personage than Pontius Pilate was born here! It seems that Cæsar Augustus sent his ambassadors from Rome to meet the Scottish king, Metellanus. Their mission brought them to Fortingall, and one of the Roman senators, while residing in the district, was presented with a son, who in time became the Governor of Judea! From Fortingall (6 miles from Kenmore) the road continues left at *Coshieville* and crosses a fine stretch of moorland from which rises the mist-swept summit of Schiehallion (3547 ft.).

A short distance from Coshieville, *Garth Castle* is seen on the left. This ancient stronghold on the banks of Keltnie Burn was rebuilt by the late Sir Donald Currie from the original plan. The walls are of great thickness, and the original building must have presented a massive appearance. It is supposed to have been built by Alexander Stewart, Earl of Buchan and Lord of Badenoch, in 1379. It is known as "the Castle of the Fierce Wolf," and many traditions linger around the neighbourhood concerning the turbulent exploits of the "Wolf of Badenoch." 3½ miles from Coshieville the road to *Kinloch Rannoch* strikes off to the left. (The road straight on proceeds to Tummel Bridge—7 miles.) *Kinloch Rannoch* is finely situated at the eastern end of *Loch Rannoch*, a beautiful stretch of water 9¼ miles in length, in one of the most mountainous parts of Scotland. The village is a popular summer resort. In the centre stands a monument to Dugald Buchanan, the Strathyre Gaelic poet, who was a schoolmaster here. A good road encircles the loch and makes a picturesque run. The islands are associated with incidents in the life of Robert the Bruce, and with the Robertsons of Struan and Clan Donnachie. From the western end of the Loch the road continues by the River Gaur to Rannoch Station, near the head of Loch Laidon, where it ends. Westward, there is nothing but a great expanse of the forbidding and desolate Moor of Rannoch, across which only an experienced shepherd can

find his way. The nearest point westward across the moor is Kingshouse in Glencoe.

Eastwards from Kinloch Rannoch the road winds by the River Tummel. (At the picturesque *Tummel Bridge* a road strikes northwards by *Trinafour* in Glen Errochty to the banks of the River Garry at *Dalnacardoch* on the Great North Road, where it begins to cross the Grampians. This is a fine mountain route, presenting no difficulty to the modern motor-car, and offering many glorious glimpses of mountain and river scenery. The road was built by General Wade as one of his main routes to the North from Crieff.) From *Tummel Bridge* the road winds by the banks of the Tummel and joins the Great North Road 3 miles north of Pitlochry. The Tummel Road is one of great beauty, and at a point known as the "Queen's View" the scenery is of the finest description. The late Queen Victoria in her *Diary* writes enthusiastically of the natural beauties of the Tummel Valley, which also has many interesting historical associations with King Robert the Bruce and the Royal Stuarts. (The distance from Kinloch Rannoch to Pitlochry is 21 miles.)

From *Killin* to *Kenmore* the road continues by the north side of Loch Tay, within sight of the Loch on the right and the sloping sides of Ben Lawers on the left. The Loch (15 miles in length) is one of the finest sheets of water in Scotland, and is famous for its salmon fishings. A small steamer plies a regular service between Killin and Kenmore. The road by the lochside is one of the most picturesque in the Highlands.

KENMORE (pop. 1106) has the reputation of being the model village of Scotland. The beautiful entrance gate to Taymouth Castle occupies the east side of the village square. The Castle was for many generations the ancient Highland seat of the Breadalbane family. It contained priceless works of art, a valuable library and furnishings, and was visited by Queen Victoria. Near the village, on an islet, stand the ruins of a Priory, built by Alexander I. in 1122, where his queen, Sybilla, daughter of Henry I. of England, is buried. Burns visited the village during his Highland tour, and wrote some verses over the chimney-piece of the inn parlour:

"Here Poesy might wake her heav'n-taught lyre,
And look through Nature with creative fire:
Here, to the wrongs of Fate half reconcil'd,
Misfortune's lighten'd steps might wander wild:
. . . . . .
Here heart-struck Grief might heav'nward stretch her scan,
And injur'd Worth forget and pardon man."

The route proceeds through Kenmore and strikes off to the left for Aberfeldy along the banks of the River Tay.

At the fork roads the road on the immediate right proceeds along the south shore of Loch Tay to Killin—distance 16½ miles.

ABERFELDY (pop. 1560). Here the famous Black Watch regiment was originally enrolled in 1739. An obelisk near the old bridge commemorates the event. The River Tay is here spanned by a stone bridge built by General Wade, one of his most ambitious efforts. The town is noted for the manufacture of tweeds, tartans, and plaids. A short distance from the town are the celebrated Moness Falls, the scene of Burns' song, "The Birks of Aberfeldy."

Castle Menzies, near the village of *Weem* on the north bank of the Tay, is a fine old baronial edifice and was built in 1571. Extensive alterations were carried out in 1840. For many generations it was the ancient Highland seat of the Chief of Clan Menzies, and has many historic associations with various periods in Scottish history, including the wars of Montrose, the Battle of Killiecrankie, the '15 and '45 Rebellions. It can boast of having been visited by Queen Mary of Scots and by Bonnie Prince Charlie. The plain in front of the village of Weem was occupied by the Duke of Cumberland's troops on their way to Culloden. From Weem the road to Pitlochry may be taken by the north bank of the Tay. Another road, westwards from Weem, proceeds to Coshieville through the Strath of Appin (page 131).

From *Aberfeldy* (where the road from Crieff enters on the right—Route XXIII., page 181) the road continues by the south bank of the Tay past Grantully Castle (said to bear a resemblance to Tully Veolan in Scott's *Waverley*). Crossing the Tay (the road on the right continuing by the banks of the Tay to *Dunkeld* by Dalguise) the finely wooded road passes through

LOGIERAIT (pop. 1676), formerly a seat of the Earl of Atholl's Regality Court, where from the twelfth century feudal justice was administered. In the ancient court-house, a place of great strength in its day, Rob Roy was imprisoned in 1717. It was later used by Prince Charlie as a state prison. On an eminence near the village stands a fine Celtic cross to the memory of George, Sixth Duke of Atholl.

Crossing the River Tay, which is here joined by the Tummel, the road enters the Great North Road, and turning to the left, passes through Ballinluig to

PITLOCHRY and **INVERNESS** (Route XXII., p. 174).

ROUTE XVI

GLASGOW to OBAN

By Inveraray—99¾ Miles

DISTANCES ALONG THE ROUTE

Glasgow to	Intermediate Miles	Progressive Miles
Bearsden	5¾	5¾
Duntocher	3½	9¼
Old Kilpatrick	1½	10¾
Bowling	1	11¾
Bonhill	6	17¾
Alexandria	½	18¼
Luss	9¾	28
Tarbet	8¼	36¼
Arrochar	1½	37¾
"Rest and be Thankful"	7	44¾
Kilmorich Church	5¼	50
Cairndow	¼	50¼
Inveraray	9¾	60
Cladich	9½	69½
Dalmally	6¼	75¾
Loch Awe	4	79¾
Pass of Brander	4¼	84
Bridge of Awe	2¾	86¾
Taynuilt	2½	89¼
Connel Ferry	6½	95¾
Oban	4	99¾

The best route out of Glasgow to Loch Lomondside is by Great Western Road—Anniesland (where turn right), Canniesburn Toll (left), Bearsden, and thence to *Old Kilpatrick* by *Duntocher*. This route avoids the congested thoroughfares of Partick, Yoker, Clydebank, and other centres of the shipbuilding and engineering industries which are carried on along the banks of the Clyde.

BEARSDEN (pop. 3362) is a finely situated residential suburb of Glasgow. At the fork roads immediately after passing through Bearsden the road continues straight on. (The road on the right proceeds to Drymen and Aberfoyle (Route XVII., p. 142).)

DUNTOCHER (pop. 3502) lies at the foot of the Kilpatrick Hills. Many evidences of Roman occupation have been discovered in this neighbourhood. In the centre of the village there is a bridge of great antiquity.

OLD KILPATRICK (pop. 2624). At this point the road joins the main thoroughfare from Glasgow and follows the tramlines. Remains found in the neighbourhood clearly

indicate that the famous Roman wall of Antoninus terminated at this point. According to certain authorities, St. Patrick, the patron saint of Ireland, was born in the village.

The route continues by the tramlines, some care being necessary on account of the fact that at parts of the road the line is single and the "loops" are confusing.

BOWLING (pop. 922). Here the Forth and Clyde Canal, built in 1790 at a cost of £330,000, terminates. Just beyond the village the ruins of Dunglas Castle, an ancient stronghold of the Colquhouns of Luss, are seen on a rocky promontory jutting out into the Clyde. Beside them is a monument to Henry Bell, the designer of the *Comet*, the first passenger steamboat launched on the Clyde (1810). A little beyond Bowling, and within a mile of *Dumbarton*, the route leaves the tramlines and strikes off to the right.

Dumbarton and Helensburgh Road. Continuing by the tramlines the road enters the busy ship-building town of *Dumbarton* (pop. 22,933), erected into a Royal Burgh in 1222 by Alexander II. The town has had a long and eventful history, and was the capital (then known as Alclywd) of the ancient kingdom of Strathclyde, which extended from the Clyde to the Derwent in Cumberland. Its ancient Castle, crowning the massive two-humped rock overlooking the Clyde, was the scene of many thrilling encounters in the days of King Robert the Bruce, the Stuart kings, and Queen Mary of Scots. Dumbarton was the port from which Queen Mary sailed to France to be married to the Dauphin. In early times Dumbarton was the principal town in the Clyde valley prior to Glasgow's expansion. To-day the fame of the Dumbarton ship-building yards is world-wide. About a mile beyond the town, on a little tree-clad mound known as "Castle-hill," stood the Castle of *Cardross*, in which King Robert the Bruce died on 7th June 1329.

From *Cardross* (pop. 789) the road continues along the shores of the Firth of Clyde to *Helensburgh* (pop. 9703) at the mouth of the Gareloch. Intended originally as a place for "bonnet-makers and weavers," it never attained any success as a manufacturing town. Its chief assets to-day are its ideal position on the coast, its fine spacious promenade, and its mild climate. On the front, facing the sea, stands a granite obelisk in memory of Henry Bell, Provost of the Burgh (1807–1809). The road now winds along the shores of the Gareloch, by *Rhu* and *Shandon*, to *Garelochhead* (pop. 1116), one of the most popular seaside resorts on the west coast. From the lochside the road gradually rises in a long winding ascent to *Whistlefield*, from which point the view is one of mountain grandeur and great natural beauty. *Loch Long* is seen stretching northwards into the mountains, and in the background rises the rugged outline of "The Cobbler," Ben Ime, and Ben Vane.

Opposite Portincaple, on the left by the shore, is Glasgow's mountain estate known as *Argyll's Bowling Green*, a fine range of hills and sloping pasture land jutting into Loch Long, *Loch Goil* forming the western portion of the "Estate." From Whistlefield the road descends to the shores of Loch Long and skirts the Loch amidst thickly wooded knolls and sparkling waterfalls. The head of the Loch is reached at *Arrochar*, where the road joins the route to Oban (page 137).

At the crossroads, 1½ miles from *Bowling*, the route strikes off to the right by

BONHILL, a place of recent origin, owing its growth to the turkey-red works in the neighbourhood. Tobias George Smollett, author of *Roderick Random* and other novels, was born at Dalquhurn, near *Renton*, in 1721. At Bonhill the road crosses the Leven into

ALEXANDRIA, a busy centre of the bleaching, dyeing, and calico-printing industries. At the fork roads a short distance beyond the town, the road by Loch Lomondside continues straight on. (At this point a road strikes off to the right by *Balloch* and *Drymen* to *Aberfoyle* or *Glasgow* (Route XVII., page 142).) The road now winds by the "Bonnie Banks o' Loch Lomond." In recent years this picturesque road has been greatly improved and numerous awkward corners removed. The improvement is a fine example of what can be done in road reform without in any way destroying the natural amenities of a district.

Glen Fruin Road. Five miles from Balloch a road strikes off to the left for Helensburgh—5½ miles distant on the shores of the Gareloch (page 135). The road now continues past the entrance to *Glen Fruin* ("Glen of Sorrow"), the scene of a conflict between the Macgregors and Colquhouns, said to have been witnessed by truant students from Dumbarton. The tragic sequel is commemorated in one of the verses of the Boat Song in Scott's *Lady of the Lake*, beginning "Proudly our pibroch has thrilled in Glen Fruin."

LUSS (pop. 670) is finely situated by the shores of the Loch, and the scenery is full of never-ending charm. Ben Lomond rears its wind-swept peak into the clear blue sky, serenely guarding the peaceful beauties of the Loch, while the rhythmic lapping of the waters on the shore mingles with the music of birds in the tangled hedgerows. There are about thirty islands in Loch Lomond, eight of which are of considerable size. The Loch is 22 miles long and 5 miles at its broadest part. The surface is 23 ft. above sea-level and at the deepest part 600 ft. Tradition clings to the "emerald" islands on the Loch. *Eilan Vow*, on which stood an ancient keep of the wild Macfarlanes, where one of their chiefs lived (this solitary recluse inspired Wordsworth's poems, "The Brownie's Cell" and "The

Photo : J. Inglis Ker.

Sunset on Loch Lomond.

Brownie"); *Inchlonaig*, with its yews, said to have been planted by King Robert the Bruce for his archers; *Inchcaillach* ("Isle of Women"), on which are the remains of a church of St. Kentigern, a burial-place of the Macgregor family; and *Inchmurrin*, with its ruins of an ancient castle of the Earls of Lennox. Coleridge, Wordsworth, and his sister Dorothy spent a night at Luss Inn in 1803, and Queen Victoria also passed some time there on her tour in 1875.

Continuing by the lochside, the route proceeds by a winding tree-clad road to

TARBET, from which there is a fine view of Ben Lomond, which rises abruptly from the opposite shores. The mountain-lands around this neighbourhood have many romantic and weird associations with the three great Highland clans—the Macfarlanes, the Colquhouns, and the Macgregors.

Glen Falloch Road. A road strikes off to the right in front of the Hotel, and continues along the shore to *Ardlui*, which stands at the head of the Loch. Between Tarbet and Ardlui, at Upper Inveruglas, a fine mountain stream enters the Loch, flowing out of Loch Sloy. This picturesque sheet of water lies in a wild and mountainous region, between the highest peaks in the district, Ben Vane and Ben Vorlich. Here was the home of the great Macfarlane clan, whose slogan was "Loch Sloy." From Ardlui the road proceeds up the romantic Glen Falloch, and continues by gradual ascent to *Crianlarich*, where it joins Route XXI. (page 170).

At Tarbet the route strikes off to the left across a narrow strip of land between Loch Lomond and Loch Long to

ARROCHAR (pop. 876), where it joins the road from Dumbarton and Helensburgh on the left (page 135). Passing through the village and rounding the head of the Loch over a narrow bridge, the road winds into the wild mountain pass of Glencroe near Ardgartan. At the entrance to the Glen stands, on the right, the rugged peak of the "Cobbler" (2891 ft.), so called because it resembles a man sitting mending shoes. Beyond the "Cobbler," on the right, stretch the dark brown slopes of Ben Ime (3318 ft.) and Ben Vane (3004 ft.); while on the left the mountain-lands of the Brack (2580 ft.) and Ben Donich (2774 ft.), "the hill of everlasting snow," rise precipitously from the banks of the Croe. The Croe is a beautiful mountain stream, with many falls and deep pools amid the rocks. As the road gradually ascends towards the head of the Glen, the scenery assumes a wild and mountainous character. The road near the top of the "climb" has been considerably improved, the awkward "hair-pin bends" having been greatly modified.

REST AND BE THANKFUL is the picturesque title bestowed on the head of the pass, and inscribed on a stone to which Wordsworth alludes in one of his sonnets. The road is one

of the oldest drove roads in the Highlands and was rebuilt by the military authorities in 1768. From the summit the road winds by Loch Restil and gradually descends through Glen Kinglass.

Otter Ferry and Dunoon Roads. Near the mouth of the Glen and 4¼ miles from *Rest and be Thankful*, at the fork roads, a road strikes off to the left through fine mountain and loch scenery by *Strachur* to *Dunoon*, *Innellan*, and other watering-places on the Firth of Clyde. From Strachur a road passes along the shores of Loch Fyne by Otter Ferry and Glendaruel to *Tighnabruaich*, Kyles of Bute. These and many other mountain byways, by the shores of Loch Eck, the Holy Loch, Loch Striven, and Loch Ridden, are for the most part in good condition and offer an endless variety of scenes of great natural beauty and charm. With Dunoon as a centre, the district may be explored in comfort, amidst some of the finest scenery on the west coast of Scotland.

KILMORICH CHURCH. Here the road reaches the shores of Loch Fyne and winds round the head of the Loch, where it crosses Glen Fyne by a narrow bridge.

Proceeding by the shores of the Loch, the road gently undulates through finely wooded scenery. On the left, about 4 miles from Inveraray, the route passes Dunderave Castle, the "Doom Castle" of Neil Munro's fine romance. The Castle has been restored by its owner, Sir Andrew Noble.

Crossing the narrow turreted bridge at the entrance to Glen Shira, the route enters the ancient county town of Argyllshire,

INVERARAY (pop. 490). Approaching the town, the fine residence of the Duke of Argyll, *Inveraray Castle*, is seen nestling among the trees on the right. The Castle was erected near the site of an ancient stronghold, described by Sir Walter Scott in the *Legend of Montrose*, and destroyed in 1810. The present Castle was built in 1745 by Archibald, Duke of Argyll. There are many historic relics preserved within the Castle, while on the lawn is a brass cannon—the "Gleid Gun"—recovered from the wreck of one of the battleships of the Spanish Armada in Tobermory Bay, in the Island of Mull. From Duniquoich, a wooded hill 700 ft. above the Castle, there is a magnificent view of the Loch and the surrounding mountain-lands. The chief object of interest in this old-world county town is the ancient stone cross, said to have been brought from Iona. Inveraray was created a royal burgh in 1648 by Charles I., and was twice visited by Queen Victoria. Neil Munro, a native of the town, has imparted a romantic interest to the neighbourhood by his novels, which have the authentic Celtic touch that one misses even in Scott.

A good road continues southwards along the shores of Loch Fyne by *Furnace* to *Lochgilphead* and *Tarbert* (38 miles) (page 199).

From *Inveraray* the road passes through an ancient and picturesque gateway and enters the densely wooded Glen Aray, gradually ascending over a great expanse of moorland by the banks of the River Aray. From the summit a glorious panorama of loch and mountain scenery meets the eye. In the valley beneath lie the gloomy waters of Loch Awe, with its innumerable little islands, round which centre many legends from the twilight of distant ages. Mountain-peaks swept by trailing mists rise on every hand in wild confusion. On the opposite shores of Loch Awe the rugged slopes of Ben Cruachan (3689 ft.) frown over the dark Pass of Brander. The descent towards the shores of the Loch is steep, and a few awkward bends have to be carefully negotiated.

CLADICH. Before reaching this point on the shores of Loch Awe, a road strikes off to the left by Portsonachan to *Ford* and *Lochgilphead.* The route traverses some fine mountain and loch scenery, winding by the wooded shores of Loch Awe (Route XXVI., page 199).

Proceeding to the right by Cladich, and past Inishail Church, the road continues to

DALMALLY. A short distance beyond the village the route strikes off to the left, the road to the right proceeding to Tyndrum and Crianlarich. (See Route XXIII., page 183.) Crossing the bridge over the River Orchy, and further on the River Strae at the mouth of Glen Strae, the road winds by the shores of

LOCH AWE. The road affords an excellent view of the Loch and the crumbling walls of *Kilchurn Castle,* one of the finest baronial ruins in Scotland. The Castle is said to have been built, in 1440, on the site of an ancient fortress of the Macgregors, by the wife of the famous Sir Colin Campbell, Knight of Rhodes, founder of the Breadalbane family, during her husband's absence in the wars of the Crusades. Garrisoned in the Jacobite Rebellion in 1745 by Royal troops, it was the scene of many a wild and dismal tale of bloodshed. To-day its gloomy, weather-stained walls, swept by the winds from the dark glens of the surrounding mountains, cast a sombre spell over the scene—a spell that seems to have inspired the well-known picture of Kilchurn by Turner—and in imagination one hears

> "In the silver dusk, reverberate from crag and scar,
> Bold bugles blowing notes of war."

The road continues by the shores of the Loch past the beautiful Falls of Cruachan, and enters the gloomy *Pass of Brander.* The road through this romantic glen is narrow, and careful driving is necessary, especially at the numerous sharp twists and bends. The Pass is about 3 miles in length, and at one part the rocks rise precipitously on the right to a height of

1400 ft. The precipice is associated with a daring exploit of Sir William Wallace.

Beyond the Pass the road crosses the

BRIDGE OF AWE, where a fierce encounter took place between King Robert the Bruce and a powerful Highland clan, the Macdougalls of Lorne. The scene of Sir Walter Scott's strange romance, *The Highland Widow,* is laid in this mountainous neighbourhood. From the bridge the road passes over a fine stretch of level road to the picturesque village of

TAYNUILT, in which stands the first monument erected to Nelson in Great Britain. (From the village a road strikes off to the right to the shores of Loch Etive at Bonawe. On the opposite shores are the famous Bonawe Quarries.)

Skirting the shores of Loch Etive, the road enters the village at

CONNEL FERRY. The Falls of Lora, where every twelve hours the tidal waters of the Loch surge over a ledge of rock through a narrow channel, are bridged by the Oban and Ballachulish Railway. Special facilities for crossing the bridge are afforded by the Railway Company to motorists travelling northwards by Loch Creran to Ballachulish (Route XXVII., page 203).

Gradually the road winds southwards towards the Firth of Lorne nearing Oban. On the right, embowered in woods, stand the imposing ruins of *Dunstaffnage Castle,* the ancient seat of Scottish monarchy. In later times, when Scone had become the centre of Government, the Castle fell into the hands of the Macdougalls of Lorne. From that time its history is associated with many tragic incidents in the history of the Highland clans until the Jacobite Rebellions of 1715 and 1745. It is now the property of the Crown. In 1746 it held for ten days the celebrated Flora Macdonald while on her way to London as a State prisoner for having aided in the escape of Prince Charlie, whom she conducted to Skye disguised as her maid, Betty Burke. Here for many centuries was preserved the famous "Lia Fail," or Stone of Destiny, prior to its removal to Scone and later to Westminster Abbey (page 188). According to a curious tradition, this is the stone on which Jacob rested his head in the desert when he beheld, in a vision, the wonderful ladder to Heaven's gates; it is to be assumed that it was brought here from Ireland by the Scottish kings of Dalriada. About 200 yards from the Castle are the remains of a small Chapel where some of the early Scottish kings are buried.

Before reaching Oban the ruins of *Dunolly Castle,* the ancient seat of the Macdougalls of Lorne, are seen on the right. Near the ruins stands the modern house of the family, whose ancient treasures include the famous "Brooch of Lorn," torn from the shoulder of Robert the Bruce by the dying MacKeoch in the

Photo : J. Inglis Ker.

Kilchurn Castle, Loch Awe.

struggle at Dalree (near Crianlarich). *Kerrera*, the island opposite Dunolly, has many memories of heroic times. Haco, the Norwegian king, sailed from here with a fleet of 160 ships to the Battle of Largs. On the south end of the Island, opposite Oban, are the ruins of *Gylen Castle*, dating from the twelfth century. Long a stronghold of the Macdougalls of Lorne, it has been described as one of the most charming specimens of Scottish architecture before her national art was absorbed in the general European style of the Renaissance. As one descends towards Oban, the blue waters of Lorne stretch away to the west, and on a clear day the shores of the Western Isles are seen in the distance. Proceeding along the shores of the bay, the route enters the capital of the "Western Highlands,"

OBAN.

ROUTE XVII

GLASGOW to STIRLING

By Aberfoyle and Lake of Menteith—48 Miles

DISTANCES ALONG THE ROUTE

Glasgow to	Intermediate Miles	Progressive Miles
Bearsden	5¾	5¾
Milngavie	2½	8¼
Strathblane	4	12¼
Killearn	5¼	17½
Balfron Station	3	20½
Aberfoyle	8	28½
Port of Menteith	4¼	32¾
Thornhill	5½	38¼
Stirling	9¾	48

This is one of the most picturesque routes around Glasgow, combining a great variety of woodland, loch, and mountain scenery with many interesting incidents in Scottish history. From Glasgow the route proceeds by Great Western Road, Anniesland (right), and

CANNIESBURN TOLL, where it proceeds straight on to *Milngavie.*

Stockiemuir Road. The road on the left may also be taken by Bearsden to Aberfoyle, crossing the old *Stockiemuir Road* and continuing by *Drymen* (pop. 279), near which stands the fine residence of the Duke of Montrose—*Buchanan Castle.* From Drymen a road strikes off to the left to *Loch Lomondside* and *Balloch Castle Estate,* now one of Glasgow's many beautiful public parks. *Ross Priory*—where Scott resided while writing *Rob Roy,*—*Boturich Castle,* and *Balloch Castle,* which replaced an ancient stronghold of the Lennox family, *Kilmaronock Church* and *Gartocharn,* all near Loch Lomond, have many interesting historical associations.

MILNGAVIE (pop. 4434). The road continues to the right within a short distance of the town. In the vicinity dyeing, bleaching, and distilling are carried an. Farther on the road passes the two great reservoirs that store for Glasgow the waters of Loch Katrine.

STRATHBLANE lies in the valley of the Blane, between the Campsie Fells on the north and the Kilpatrick Hills on the west. (At this point a road strikes off to the right to Lennoxtown and Kilsyth—11 miles.) From Strathblane the road winds through pastoral scenery by Duntreath Castle to

KILLEARN (pop. 387). In the centre of this picturesque village stands an obelisk commemorating the birthplace of the famous scholar and historian, George Buchanan, tutor to James VI. At Killearn the Aberfoyle Road strikes off to the left. The road straight on continues to Balfron, Bucklyvie, and Kippen, all interesting little villages situated in a green fertile plain through which winds the silver waters of the River Forth, and from which the slopes of the Lower Grampians rise to the north.

BALFRON STATION. The road now proceeds in a straight line across a wide level belt of green pasture land watered by the River Forth, and at the cross roads beyond the village of Gartmore (the ancient home of the Graham family) turns left into

ABERFOYLE (pop. 1147). This is the nearest Highland village to Glasgow, and is finely situated in a region of glens and mountains by the banks of the Avondhu (Black Water). The district is for ever associated with Scott's *Lady of the Lake* and *Rob Roy*. The "Clachan" pictured by Scott has almost entirely disappeared, though "Jean Macalpine's" change house, in which Bailie Nicol Jarvie played fast and loose with a red-hot poker amongst the Highlanders, remains on the hillside. The poker, or, to be more correct, the point of a ploughshare, hangs on an ancient tree in the village.

From Aberfoyle a road encircles a beautiful stretch of water —Loch Ard—at the head of which great care must be exercised in negotiating a number of sharp and tortuous bends in the road as it winds into Glen Duchray. The distance round the Loch is 11 miles. The village attracts a large number of visitors in the summer months, and charabanc parties take full advantage of its picturesque surroundings. A hill road connects Aberfoyle with the Trossachs, but it is closed to motor-cars by the owner—the Duke of Montrose.

From Aberfoyle the road to Stirling proceeds by the fertile slopes of the Hills of Glenny, on the left, to

THE LAKE OF MENTEITH. The only "lake" in Scotland, the chief point of interest is the Island of Inchmahome, on which stand the grey and sombre ruins of a Priory founded in 1238. The Priory was one of the Augustinian Order, and the remains of its fine Norman doorway and lancet windows indicate that the building was one of exquisite design. For many centuries it was a great religious centre and was visited by Scottish kings and queens, including King Robert the Bruce. The ruins are now under the care of the Crown. Near the Priory, beside the shores of the Lake, is a small garden and bower which is believed to have been planted by Queen Mary of Scots, who lived here when a small girl with her four Maries. A boxwood tree is known as Queen Mary's tree, and throughout the Island are a number of Spanish chestnuts of

great age. Dr. John Brown, in one of his books, gives a delightful pen-picture of Queen Mary's childhood on her island home, among her books and flowers, before the shadow of Fotheringay Castle walls had fallen on her brief and tragic life. Here the little Queen of five summers had found refuge from Henry VIII., who strove to contract a marriage between her and his son, afterwards Edward VI. The girl in her seclusion was accompanied by her "four Maries," ladies of rank and station, and the tragic fate of one of them, Marie Hamilton, is the subject of one of the most pathetic of ballads:

> "Last nicht there were four Maries,
> This nicht there'll be but three;
> There was Mary Beaton and Mary Seaton
> And Mary Carmichael and me."

Inch Talla, a neighbouring island, was an ancient residence of the Earls of Menteith.

From the Lake of Menteith the road continues to the left at the old toll-house, with the fine estate of Rednock on the right. (From the toll-house a road strikes off to the right by the shores of the Lake to Arnprior and Stirling or Glasgow.) A short distance beyond the toll-house a mountain road on the left proceeds to Callander by Loch Ruskie, a distance of 6¾ miles.

By Blairhoyle and Ruskie the road to Stirling passes through

THORNHILL, an old-world village amidst rural surroundings. At the fork roads, beyond the village, a road strikes off to the left to Doune (4½ miles), that on the right proceeding to Stirling (Route XXI., page 170).

STIRLING.

ROUTE XVIII

EDINBURGH to PERTH

By Linlithgow and Stirling—70¼ Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Edinburgh to		
Corstorphine	4	4
Kirkliston	5	9
Winchburgh	2¼	11¼
Linlithgow	5½	16¾
Polmont	4½	21¼
Falkirk	3¼	24½
Camelon	1¼	25¾
Larbert	1½	27¼
Plean	3	30¼
Bannockburn	2½	32¾
St. Ninians	1	33¾
Stirling	2	35¾
Perth	34½	70¼

The main road from Edinburgh to Stirling leaves by Princes Street, Shandwick Place, and Haymarket, following the tramlines to

CORSTORPHINE (pop. 1327), one of the most picturesque suburbs around Edinburgh, situated at the foot of Corstorphine Hill, which is finely wooded. In the eighteenth century the virtues of a sulphurous spring made it a fashionable watering-place. "Rest and be thankful," on the east ridge of the hill, commands an expansive view of the City of turrets, spires, and towers, and of the shores of the Forth. The Church, recently restored, was founded in 1429 by Sir John Forrester. The style is mainly Decorated Gothic. In the vicinity of Corstorphine is the "Zoo," amidst picturesque surroundings, and one of the growing attractions of the City. Its fine collection of animals and birds is largely due to the enthusiasm and energy of Lord Salvesen.

At the fork roads, about a mile beyond Corstorphine, the road continues to the right. (The road to the left proceeds to Bathgate and Glasgow (Route XIII., page 109).) At the junction of the roads a milestone is placed commemorating the beginning of the construction of the great highway now being built between Edinburgh and Glasgow. Near at hand is a tree, planted by Mr. Harry Gosling, M.P., then Minister of Transport, on the occasion of the ceremony.

KIRKLISTON (pop. 961) stands on the banks of the Almond

The old Church is late Norman. From Kirkliston the road gently undulates amidst pleasant scenery through

WINCHBURGH (pop. 1742), near which stand the ruins of Niddrie Castle, according to Scott's *Abbot* the first resting-place of Queen Mary after her escape from Loch Leven with the assistance of Lord Seton, then owner of Niddrie Lands. Near Philpstoun stands the castellated Tower of Binns, where Sir Thomas Dalyell, the bitter persecutor of the Covenanters, was born. Dalyell raised the famous Scots Greys regiment in 1681.

The route proceeds by Kingscavil (pop. 629) to the Royal Burgh of

LINLITHGOW (pop. 3880), an ancient and historic town, being the first burgh in the Kingdom in the reign of David I. From earliest times it was the residence of kings. Beginning with a hunting-lodge in the reign of Edward I., the place grew in importance until a Palace was commenced by James I. in 1424. James IV. added to it considerably, the magnificent Lyon Chamber, or Parliament Hall, and Chapel being probably most of his work. Further additions were made in the reign of James V., who built the massive gateway, the gallery on the south side of the Court, and the beautiful fountain in the quadrangle. Mary of Guise declared it to be the finest building in Scotland. During James VI.'s time the north wall was rebuilt. In 1746 the great Palace of the Stuarts came to an end, when it was burned through the carelessness of the Duke of Cumberland's soldiers. The buildings are now under H.M. Board of Works, and every care is being taken to preserve the ancient structure. To-day the Palace attracts visitors from all parts of the country and from the Colonies and America. No finer example of Scottish Baronial architecture exists in Scotland, and in its stateliness and beauty by the shores of Linlithgow Loch it carries the mind back to the romantic days of the Stuart Kings and Queens as no other building does in the country. Its sombre walls and dark dungeons, speak in silent eloquence of the end of a Royal line. As the favourite residence of James III. and James IV., the birthplace of James V. and of his daughter, the beautiful Queen Mary of Scots, its associations hold a permanent place in the hearts of the Scottish people. Adjoining the Palace is the historic *Church of St. Michael's*, a mother-church in the reign of David I. In 1242 a new building was consecrated by the Bishop of St. Andrews, which suffered great damage when the town was burned by the English. The present Church dates from the beginning of the sixteenth century and is one of the finest examples of Gothic architecture in Scotland. In the aisle of St. Catherine, James IV., as described in Scott's *Marmion*, received a ghostly warning against proceeding to England, and history relates the story which ended in disaster at Flodden. A tablet on the Court buildings marks the site of the house from which Hamilton of Bothwellhaugh shot the

Regent Moray in 1570. There are a number of interesting places in and around the town, including Torphichen, where stood a preceptory of the Knights of St. John of Jerusalem, and where Henry Bell, the builder of the *Comet*, the first steamboat launched on the Clyde, was born.

The town is the centre of a large industrial and agricultural area, and its activities and interests are numerous. Its appearance still leaves much to be desired, but in recent years a new spirit has manifested itself, and its county and municipal bodies are at length beginning to realise the possibilities of the place, not only from a commercial, but from a tourist's point of view. Few towns in Scotland have its unique advantages in both respects. With well-laid streets, a few trees, and the clearance of a number of congested tenements and dilapidated houses its appearance could be greatly enhanced. At present the Palace by the shores of the Loch is "lost" to the visitor, who passes through the town with no more than a glimpse of these ancient walls:

> "Of all the palaces so fair,
> Built for the Royal dwelling,
> In Scotland, far beyond compare
> Linlithgow is excelling."

From Linlithgow the road continues to the outskirts, where on the left a road proceeds to Bathgate (7½ miles). Crossing *Linlithgow Bridge*, over the River Avon, the route continues through *Polmont* and *Lauriston*, entering the congested, badly formed streets of the busy town of

FALKIRK (pop. 33,308). A prosperous and thriving centre of large iron and coal, fireclay and foundry works, it occupies an important position in the heart of the great industrial belt which stretches across Scotland between the Forth and the Clyde. Historically, it was a place of note. A Royal Burgh, it was built on the site of a church erected by Malcolm III., and was the scene of two great battles—the first in 1298, when Edward I. defeated Wallace; the other in 1746, when Prince Charles Edward routed the English forces. The old churchyard contains many relics and stones of historic memory.

Passing through the High Street, the road descends towards

CAMELON (pop. 5000), where the route strikes off to the right, following the tramlines. The road to the left joins Route XIV. (page 119) at Dennyloanhead—4¼ miles.

Near the station is the site of a Roman Fort, and in the vicinity are the remains of the Roman Wall (locally known as Graham's Dyke), constructed by the Emperor Antoninus (140 A.D.) from the Forth to the Clyde. Camelon is believed by some authorities to be the scene, in 537 A.D., of one of King Arthur's great battles, when King Arthur himself was slain.

LARBERT (pop. 12,301). From this busy industrial town the route continues past Torwoodhead Castle, near which stood the Forest of Torwood, where it is said Sir William Wallace hid after his defeat at Falkirk. Continuing by

PLEAN (pop. 1394), the route proceeds by undulating roads through the village of

BANNOCKBURN (pop. 4223). The village is largely engaged in the coal and iron industry. It stands on the Bannock Burn, which, according to tradition, "ran with English blood" on the day of the battle. The battlefield lies well to the left of the village, and the ancient chroniclers' version of the fight, in this as in many other particulars, need not be taken too seriously.

ST. NINIANS. Here the road joins Route XIV. (page 120), and proceeds through *Stirling* to *Dunblane*, *Auchterarder*, and

PERTH.

ROUTE XIX

EDINBURGH to PERTH

By Dunfermline and Kinross—47½ Miles

DISTANCES ALONG THE ROUTE

Edinburgh to	Intermediate Miles	Progressive Miles
Barnton	5	5
Cramond Bridge	½	5½
South Queensferry	3¾	9¼
Ferry	1	10¼
North Queensferry	¼	10½
Dunfermline	5¾	16¼
Cowdenbeath	5¾	22
Kinross	8	30
Milnathort	1¾	31¾
Glenfarg	4¾	36½
Bridge of Earn	7	43½
Perth	4	47½

EDINBURGH. The route leaves by Princes Street and Queensferry Street, and passes across the Dean Bridge, which spans the beautifully wooded slopes of the Water of Leith. The Bridge, built in 1832, is one of Thomas Telford's finest achievements, and its graceful lines and curves and massive arches are the admiration of bridge builders even in modern times. From the Bridge, the picturesque "village" of Dean is seen nestling amongst the trees in the glen beneath. The view from Dean Bridge is one of the most varied around Edinburgh.

From Dean Bridge the road quickly assumes a rural aspect of fertile plains and woodland. There is no finer or more stately or more historic highway in Scotland than that of the "Queensferry Road." Its story begins with the Romans, and through Saxon and Norman days continues through the romantic times of St. Margaret and David I., James IV. and James V., Queen Mary of Scots and Prince Charlie, down to a day when from its crest the battleships of Germany were seen to pass up the Firth of Forth in silence to their final doom.

Passing within sight of the world-renowned Fettes College on the right and Daniel Stewart's College for boys on the left, the road proceeds through Blackhall and Barnton, where the Edinburgh Burgess Club has its golf course, to

CRAMOND BRIDGE, which spans the Almond River. The old "Cramond Brig," of which a glimpse may be had among the trees in the glen on the right, was the scene and the subject of a popular play, founded on an adventure of James V.—

The Guidman o' Ballengeich—referred to by Scott in *Tales of a Grandfather.*

On the right, all the way to South Queensferry, the route skirts the policies of Dalmeny Park, the home of Lord Rosebery. *Dalmeny House,* on a fine position overlooking the Firth of Forth, was built in 1815 by John Archibald Primrose, fourth Earl of Rosebery. *Barnbougle Castle,* an ancient and substantial building a short distance from the House, was the home of the Rosebery family for over two centuries until it was burned in 1820. It was restored by the late Earl. *Dalmeny Church,* on the left of the route before reaching South Queensferry, was built in 1107, and is one of the finest specimens of Norman ecclesiastical architecture in Scotland. It contains the vaults of the Rosebery family, and Dr. John Hill Burton, the historian and bibliophile, lies buried in the churchyard.

FORTH BRIDGE. Proceeding down the hill known as "Hawes Brae," the imposing structure of the *Forth Bridge* comes into view, with the old-world village of *South Queensferry* in the shadow of the southern end of the Bridge. The Bridge was begun in 1883, and the late King Edward VII. drove in the last of 6,500,000 rivets on 4th March 1890. One mile 972 yards in length, it cost £3,000,000, and consists of a south approach viaduct of 1779 ft. in length (ten spans), a north approach viaduct of 970 ft. (eight spans), and two great central spans 1710 ft. in length. The cantilever projections are each 689 ft. in length, united by central girder spans 350 ft. long. The clearance above high-water mark is 150 ft., the piers are 340 ft. high, while the loftiest part of the structure is 361 ft. The central pier rests on the little rocky Island of *Inchgarvie,* on which stood a fort erected by Dundas of Dundas in the reign of James IV. It was partly destroyed by Cromwell's men. In 1779, after the alarm occasioned by the appearance of Paul Jones and his squadron in the Forth, the fortifications were repaired and provided with four iron twenty-four pounders, which were shortly dismantled.

SOUTH QUEENSFERRY (pop. 2193), a Royal Burgh dating from the reign of Charles I., was so named because Margaret, Queen of Malcolm Canmore, King of Scots, regularly used the *Ferry* when journeying from Edinburgh Castle to Dunfermline Palace. Port Edgar (the name of the pier) and *St. Margaret's Hope,* the strip of water on the west side of the Bridge, are associated with an epoch-making event in Scottish history, for here the Princess Margaret, afterwards Queen Margaret, with her sister Christian and their brother Prince Edgar Atheling, fleeing from the English Court after the Norman Conquest, were caught in a gale. Malcolm Canmore, King of Scots, at that time residing at his Castle in Dunfermline, immediately went to their assistance. Within the hospitable walls of Canmore's fort in Dunfermline, Princess Margaret found a home, and ultimately married the King. Thus were the Royal

Photo : J. Inglis Ker.

On the Road to South Queensferry (Forth Bridge in Background).

Houses of Scotland and England united in those far-off times. Few traces remain of the nunneries and monastery which existed at South Queensferry before the Reformation. Opposite the pier stands the ancient hostelry of "Hawes Inn," which figures in Scott's *Antiquary* and R. L. Stevenson's fine romance, *Kidnapped.*

Bo'ness and Grangemouth Road. From South Queensferry the shores of the Firth of Forth may be followed westwards as far as Stirling, passing through the beautiful grounds of the Marquis of Linlithgow by Abercorn, Bo'ness, and Grangemouth. From a touring point of view the roads are not to be recommended, as the traffic around Bo'ness and Grangemouth is heavy and congested. A new road is contemplated, which will link up and materially improve the communication between these various ports. *Abercorn.*—Here it is said a Monastery was founded under Bishop Wilfrid about 680. The present Church is finely situated and has many interesting features. In the neighbourhood are a number of sculptured stone-slabs of an early period. *Blackness Castle,* the property of the Crown, was originally owned by Sir George Crichton, who left it to James II. It was damaged by fire in 1465, and threatened by an English fleet in 1481. In Covenanting times it was used as a prison for recalcitrant ministers. Between Blackness Castle and Bo'ness the famous Roman Wall of Antoninus (140 A.D.), from the Clyde to the Forth, came to an end at a point known as *Bridgeness.* The entire distance of the wall was 36 miles. Gold coins (Vespasian), Roman pottery and implements, and a "distance slab" have been discovered in the neighbourhood of Bridgeness and *Carriden.* The slab is a record of the completion of 4652 paces of the *limes* by the second legion. *Bo'ness* and *Grangemouth* are important shipping ports, and have developed rapidly within the last century. Both situated on the coast, within the great iron and coal and oil area of Linlithgowshire and Stirlingshire, they form the leading ports for export, and equally for imports of timber and other materials from the Continent and the Baltic ports. In recent years the district has grown in importance, and harbour improvements have been carried out at great cost. From Grangemouth the coast road may be followed by Airth, and from thence to Stirling.

FERRY. (For particulars regarding Queensferry see list of "Ferries" at end of book.)

The picturesque *Island* of *Inchcolm* lies in the centre of the Firth, between Cramond and Aberdour on the Fifeshire coast, and is reached by motor-boat from Queensferry. The ancient monastery, founded by Alexander I. in 1123, was a place of considerable importance in the ecclesiastical life of Scotland and has been termed the "Iona of the East." The Monastery

was richly endowed and was of the Augustinian Order. The ancient name of the Island was Æmona (the Isle of Druids), and the tradition clings to the Island that a follower of St. Columba erected his "cell" here and dedicated it to St. Columba. The ruins, comprising the chapter-house, cloisters, refectory, warming-room, scriptorium, tower, and kitchens, are now under H.M. Office of Works and are being carefully preserved. The buildings are mostly Early English, but the hermit's cell, which stands near the Monastery, is of a much earlier period. The Island of *Inchkeith* lies farther east, between Leith and Kinghorn. It originally belonged to the family of Keith, afterwards Earls Marischall. In 1549 it was fortified by the English under the Duke of Somerset and passed through many stirring events in Scottish history. It occupies a strong position in the Forth, and its powerful fortifications played an important part in the Great War. The lighthouse was erected in 1803.

NORTH QUEENSFERRY (pop. 1647) is an old-world village at the point of a rocky headland jutting into the Forth. The northern end of the Bridge passes over its roofs and narrow streets. A short distance from the pier, four roads may be taken: (1) To *Dunfermline*, (2) to *Inverkeithing*, Cowdenbeath, and Kinross, and (3) to *Alloa* by Culross and Kincardine; and (4) from Inverkeithing to *Burntisland* and Kirkcaldy.

Culross and Alloa Road. On the left the ruins of *Rosyth Castle* are seen standing on a rocky promontory overlooking the sea. The Castle was a seat of a branch of the Royal Stuarts, and is mentioned in Scott's *Abbot*. It is said by some authorities that it was at one time the residence of ancestors of Oliver Cromwell. *The Naval Base*, begun by the Government in 1903, lies in a wide inlet of the sea between the Castle and the Bridge. Though not completed when the Great War broke out in 1914, Rosyth amply served its purpose—how well and in what way is known to all the world. During the War the Forth was one of the twin-centres of the Grand Fleet, the other being at Scapa Flow in the Orkneys. Many exciting moments were experienced in this region between August 1914 and November 1918, the most exciting of all being when the Battle Cruiser Fleet of Admiral Beatty set out to intercept the German High Seas Fleet in what was afterwards known as the Battle of Jutland. *Limekilns*, *Charlestown*, and *Culross* are quaint old villages on the shores of the Forth, and very popular during the summer months. Near Limekilns the road skirts the policies of *Broomhall*, the residence of the Earl of Elgin, where is preserved the great sword of King Robert the Bruce, from whom the family is descended. *Culross Abbey* (Cistercian) was founded in 1217 by Malcolm, Earl of Fife, and considerable remains of that period still survive. The aisleless choir serves as the Parish Church. The original building belongs to the First Pointed period of architecture. Culross is the

reputed birthplace of St. Mungo, Patron Saint of Glasgow. The village was noted in olden times for the making of "griddles" for baking scones. *Kincardine* is an interesting old village situated amidst picturesque surroundings on the upper reaches of the Forth. Near at hand are the beautiful grounds of Tulliallan Castle. *Clackmannan* (pop. 1489) and *Alloa* (pop. 12,420) are largely engaged in coal, iron, and distilling industries. There are also large agricultural interests, and from Alloa a considerable shipping trade is carried on with Continental ports. Near the town stands within picturesque grounds *Alloa House*, the stately residence of the Earl of Mar and Kellie. Near the House is the ancient Tower of Alloa, the scene of many interesting incidents in history. Built prior to 1315, it was accidentally destroyed by fire in 1800. The turret is 89 ft. in height, the walls 11 ft. thick. The gardens were laid out by John, Earl of Mar, in 1706. Here Queen Mary spent part of her girlhood, and here also, in later years, were brought up her son James, and James's heir. The present residence of the Mar family was erected in 1838, a handsome Grecian mansion of white freestone. *Clackmannan Tower*, according to tradition, was built by Robert the Bruce, and was a Royal domain till 1359, when David II. granted it to a relation, Sir Robert Bruce, in whose family it remained till 1791.

FROM NORTH QUEENSFERRY the main road to the North by Kinross and Perth passes through *Inverkeithing*. Inverkeithing (pop. 3350) has a long and ancient history, with traces of two monasteries of the twelfth and fourteenth centuries. In the neighbourhood Cromwell defeated the Royal troops in 1651. The town has developed commercially within recent years and has added shipbuilding and papermaking to its industries. From Inverkeithing a good road proceeds along the coast by Aberdour to Burntisland, joining Route XX. (page 157). The main north route to Kinross proceeds by Crossgates and Cowdenbeath.

Dunfermline Road. While not on the actual route to the North, *Dunfermline* (pop. 39,899) is a city that should not be missed. The detour adds only a few miles to the route, and the varied claims of the ancient town amply compensate the motorist for the extra time involved. The journey north may be continued from Dunfermline by Kingseat, joining the North Road near Kelty, thus avoiding part of the great mining district around Cowdenbeath. The route from the Ferry Toll is by easy undulations and excellent roads, and the skyline of the ancient city of Dunfermline, "set high upon a hill," comes into view. Within 2 miles of the town a large stone by the roadside, called "St. Margaret's Stone," is pointed out as the resting place of the Princess Margaret on her way to the Palace

after the shipwreck. Dunfermline (pop. 39,899) derives its name from *Dun*, fort ; *fiar*, crooked ; and *lin*, cascade (the town beside the crooked stream). The fort referred to is probably the original tower of Malcolm Canmore, the first King of a united Scottish nation, a man strong in council and in battle—one of the makers of Scotland. As the first stanza of "Sir Patrick Spens" indicates, Dunfermline was a favourite residence of the Scottish Kings, a distinction which it held until the Union of the Crowns. The town was made a royal burgh by James VI. in 1588. Erected in 1065, Malcolm Canmore's Tower—the ruins of which are carefully preserved—stood on a steep cliff overlooking the wooded Pittencrieff Glen ; here the momentous marriage of Malcolm and Margaret was celebrated. On the site of the nave of the *Abbey*, Queen Margaret built in 1074 a Church of the Holy Trinity, the remains of which exist below the floor. Alexander I. added to the Church, but it was not until 1124 that David I. founded the *Monastery* by bringing Benedictine monks from Canterbury. The period of architecture is chiefly Norman. Between 1093 and 1603 no fewer than eight kings (including Malcolm Canmore, David I., and King Robert the Bruce), six queens (including the saintly Queen Margaret), five princes, and two princesses were buried within its walls. Adjoining the Monastery is the *Palace* rebuilt by Robert the Bruce, and in it were born David II. (1323) and Charles I. (1600). From the tower of the Abbey a wide-spreading view of the winding shores of the Firth of Forth and the rugged outline of Edinburgh Castle is obtained.

The Glen, in which Malcolm's "Tower" and Palace stand, was gifted to the citizens by the late Andrew Carnegie, the American millionaire, who was a native of the town. Many of the public buildings, including the handsome Library, Baths, and Gymnasium, were also presented to the town by Mr. Carnegie. In 1903 he gifted in trust 2,500,000 dollars, the income from which is used for the purpose of preserving the ancient ruins, laying out the Glen as a public park, and erecting numerous educational institutions. The social scheme, wide in its scope and purpose, has for its ultimate object "the imparting of a little sweetness and light to the lives of the people." One result of those benefactions has been to revive something of the ancient glory of the old Capital of Scotland, which for so long was content to be known merely for its manufactures of damask table linen.

The town, which was an important handloom-weaving centre, is now chiefly engaged in linen manufacture, and its products have a world-wide reputation. Besides the mills, there is a certain amount of bleaching, dyeing, and engineering. The town's proximity to the great coal-mining area of West Fifeshire and to the Rosyth Naval

Base has added considerably to its importance and commercial prosperity.

From Dunfermline a good road strikes westwards by Carnock to *Alloa* (13¾ miles), and there is a fine run by the Cleish Hills to *Dollar*, Crook of Devon, and other picturesque villages on the slopes of the Ochils or by the banks of Glendevon (12 miles).

The route for *Perth* from *Dunfermline*, joining the Great North Road at the nearest point, leaves by the High Street and proceeds eastwards by East Port Street, past the entrance to the Public Park, following the tramlines through Halbeath, Crossgates, and

COWDENBEATH (pop. 14,215), where the direct route is joined 8¼ miles from North Queensferry. The scenery about Cowdenbeath is rather depressing, the town being near the centre of the great coalfields of West Fife, which employ many thousands of miners, and contain some of the deepest mines in the country, several of them extending below the Forth.

At the branch roads a little beyond Cowdenbeath a road strikes off to the right through Lumphinnans, Lochgelly, Auchterderran, and Leslie—16¾ miles. About a mile beyond this it joins Route XX. (page 160) at the little hamlet of Cadham.

The Perth Road proceeds by the mining village of Oakfield, near Kelty, and continues by Blairadam through pastoral scenery. The Cleish Hills slope to the left, the Lomond Hills on the right, overlooking Loch Leven, a fine sheet of water, famous amongst anglers.

KINROSS (pop. 2631) is finely situated on the shores of Loch Leven. On a little green island near the shores of the Loch stand the ruins of Loch Leven Castle, the prison of Queen Mary after her surrender at Carberry. Her daring escape, aided by young Douglas, is described by Scott in the *Abbott*. The Castle is said to have been built by Dongart, King of the Picts. It was often visited by Scottish Kings, and was latterly used as a State prison. In 1542 it was conferred on one of the Douglas family. On St. Serf's Island, to the east of the Castle, are the ruins of a Priory founded on the site of a Culdee Cell, and the residence at one time of Wyntoun, author of the ancient *Cronykill of Scotland*. On the opposite shores of the Loch, at the old village of Kinnesswood, Michael Bruce, the poet, was born. The author of *Loch Leven* and a number of the Scottish Paraphrases, he died in 1767 at the age of twenty-one. The Loch attracts a large number of anglers during the summer months, the average yearly "take" of trout being about 12,000 lb. Proceeding through the town, the route continues by

MILNATHORT (pop. 1207), an old-world village, near which stands Burleigh Castle, the ancient home of the Balfours of Burleigh, from whom the present Lord Balfour is descended.

At this point the road from Stirling and Dollar enters the village on the left. See Route XIV. (page 122).

Proceeding through Milnathort, at the fork roads a short distance beyond the village the Perth Road continues to the left. (On the right a road proceeds to *Strathmiglo*, *Auchtermuchty*, and Cupar, where it joins Route XX. (page 161).)

Soon after leaving Milnathort the road enters the beautifully wooded Glen Farg, and proceeds through the romantic valley by a gradual ascent by Glen Farg Station. Passing Arngask Church on the right, the road gradually winds towards the fertile valley of the Earn.

Abernethy Road. At Aberargie a road strikes off to the right to Abernethy, and from thence to Newburgh, from which point either Newport and Dundee, or Cupar, may be reached. The Tower at Abernethy is one of the most unique buildings in Scotland, as it is one of the oldest. It belongs to the period about 870 A.D., and is a combination of Celtic and Norman work. The Tower is 74 ft. high and is built of carefully hewn square stones. Attached to the lower portion of the Tower is still to be seen the "jougs," used for padlocking the necks of evil-doers in former times. Abernethy was at one time an important Pictish settlement, and there have been discovered many interesting relics—mounds, stones, and earthworks of the Pictish period.

From Aberargie the road continues to

BRIDGE OF EARN (pop. 325), a favourite summer resort situated amidst picturesque scenery by the banks of the River Earn. The place was a noted "Spa" in early days, owing to the extreme mildness of its climate. One of the features of the district is the ancient Bridge—seen on the right when crossing the present Bridge. The original structure, which belonged to the Mediæval period, was of great architectural beauty and workmanship. The Pitkeathly Wells, a little to the left of the Bridge, are believed to be the oldest natural medicinal waters in Scotland. The district is mentioned in Scott's *Fair Maid of Perth*.

Crossing the River Earn, the road winds across a pastoral plain overlooked by Moncrieffe Hill on the right. Moncrieffe House is a fine old edifice, built from plans by Sir William Bruce of Kinross, who restored Holyrood Palace in 1671. Passing through the South Inch by a fine avenue of trees, the route continues along the banks of the Tay, and enters

PERTH.

ROUTE XX

EDINBURGH to ABERDEEN

By Dundee and Montrose—110½ Miles

DISTANCES ALONG THE ROUTE

Edinburgh to	Intermediate Miles	Progressive Miles
Granton	3	3
Burntisland	5	8
Kinghorn	2¾	10¾
Kirkcaldy	3	13¾
Dysart	2½	16¼
Thornton	1½	17¾
New Inn	4½	22¼
Cupar	9	31¼
Dairsiemuir	3	34¼
(St. Andrews, 6¾)		
Newport	8	42¼
Dundee	1½	43¾
Arbroath	16¾	60½
Montrose	12¾	73¼
St. Cyrus	5	78¼
Bervie	7¾	86
Stonehaven	9¾	95¾
Muchalls	4¾	100½
Aberdeen	10	110½

EDINBURGH. The route leaves by Hanover Street, Dundas Street, and Pitt Street, and continues by the tramlines through Goldenacre to

GRANTON (pop. 2185).

For particulars regarding the Ferry, see list of "Ferries" at end of book. The crossing is generally accomplished in half an hour. During the passage the Island of *Inchcolm* is seen on the left, *Inchkeith* on the right.

BURNTISLAND (pop. 5707). From the harbour a considerable export trade in coal is carried on, its proximity to the great coalfields of West Fife giving it an important position as a shipping port. The town is also a favourite summer resort, with a long and romantic history. Rossend Castle, overlooking the harbour, and built in the fifteenth century by a Durie of Durie, has associations with the Stuart Kings, Queen Mary, and Cromwell, to whom the town surrendered on his agreeing to pave the streets and repair the harbour. It was a seaside residence of the Abbots of Dunfermline. The rooms of state occupied by Queen Mary and Cromwell are still

pointed out. Here at an earlier period Queen Margaret's relics were concealed, the skull adorned with jewels and still bearing the "flowing auburn hair," which Abbot Durie brought from Edinburgh. The Parish Church dates back to 1592, modelled, it is said, on the old North Church at Amsterdam. At that time there was considerable intercourse between Burntisland and the Dutch.

KINGHORN (pop. 2425). Near the town, and overlooking the shores of the Forth, stands a cross marking the spot where Alexander III. was killed in 1285 by his horse stumbling over a cliff. Kinghorn has an ancient history and many historic associations, but little is left of the Royal Castle, the Glamis Tower, or St. Leonard's Chapel. To-day the town has a fair export trade and a certain amount of shipbuilding.

KIRKCALDY (pop. 39,591) is one of the largest and busiest towns in Fife. "The lang toun" contains within its municipal boundaries Inverteil, Linktown, Pathhead, Sinclairtown, and Gallatown. Its High Street is 4 miles long. Created a Royal Burgh by Charles I., its traditions go back to St. Columba's time. It is specially noted for the manufacture of linoleum and floorcloth. Adam Smith, author of the *Wealth of Nations*, was born here; and Thomas Carlyle and his friend, Edward Irving, were both engaged in teaching in the town in the early part of their careers.

DYSART (pop. 4598), about 2 miles from Kirkcaldy, and practically forming one town, derives its name, according to tradition, from *desertum*, the solitary cave of St. Serf. Near by is Ravenscraig Castle, the "Castle Ravensheuch" of Scott's *Rosabelle*. Antiquity is writ large on its crooked streets and old buildings. Flax-spinning, weaving, collieries, and its harbour give it an important place amongst the coast towns of Fife. In the neighbourhood is Dysart House, at one time the seat of the ancient Rosslyn family.

The Coast Road by Largo to St. Andrews. The road by the shores of Fife to the East Neuk passes through many old-world villages and fishing hamlets whose mellow and characteristic charms attract artists and visitors from all parts of the country. The exhilarating breezes and glowing sands, gorgeous sunsets and fine expanse of open sea, all combine to give the "Fringes of Fife" an atmosphere of unabated interest and pleasure to countless city folk every summer.

Wemyss (*East and West*) (pop. 2177), meaning caves, of which eight or ten exist in the neighbourhood. The "Glass Cave" was the seat of the earliest glasswork in the country. The harbour is one of the most picturesque in Fife. In Wemyss Castle, on its lofty cliff overhanging the Forth, Queen Mary first met Darnley in 1565. The ruin named Macduff's Castle lies between Wemyss and

Buckhaven, another old-world fishing village, formerly the ferry to Granton.

Leven (pop. 7180). A favourite holiday resort, with a fine stretch of beach reaching to *Lundin Links*, where there is a popular golf course. Much of its industry is of the past, but it has one of the largest spinning mills in Fife, a large creosote works, and a fair amount of shipping and mining interests.

Between Lundin Links and Largo a road strikes northwards by Ceres to Cupar (9 miles).

Largo (*Upper and Lower*) means "sunny seaward slope," which well describes its situation on the Forth. Largo Law (965 ft.) is a striking eminence above the town. On the opposite side of Largo Bay is Elie House, a large mansion in the Renaissance style. Largo's industries have declined (weaving, oil work, even fishing), but it has many attractions as a holiday resort. In the district are some singularly interesting antiquities, such as the "Standing Stones." Two of its natives, Sir Andrew Wood of the *Yellow Carvel* and Alexander Selkirk (Robinson Crusoe), have immortalised their birthplace. There is a fine open stretch of coast extending some 20 miles from here to Fife Ness, passing quaint, red-tiled fishing villages or seaports clustering round church spires.

From Largo a good road strikes northwards by *Largo ward* to *St. Andrews* (12 miles).

Earlsferry (pop. 745) is said to have been the refuge, in a cave near Kincraig Point, of Macbeth when pursued by Macduff. *Elie* is practically connected with Earlsferry and is a delightful summer resort.

St. Monance (pop. 1796), another quaint fishing village, with a fine harbour, is greatly favoured amongst artists.

Pittenweem (pop. 1751), "Town of the Cave." Kellie Castle (sixteenth century) stands conspicuously on Kellie Law.

Anstruther (pop. about 1673). This is the chief fishing town of Fife. A Spanish ship, one of the ill-fated Armada, landed at its harbour in 1588, to which has been traced the dark complexion of some of its inhabitants. Its modern harbour was completed in 1877 at a cost of £80,000. Dr. Thomas Chalmers and Professor William Tennant, the poet, were natives. There are many Celtic place-names along the coast, and Norman names are numerous. The Flemings left their mark also, bringing their skill in manufacture. Nor can we overlook the influence of the French from over the sea.

Crail (pop. 1461) is one of the most picturesque towns in Fife. In the ninth century it was a place of considerable commerce, and it is still noted in the fishing industry.

Tennyson might be speaking of some Fifeshire village when he wrote:

> "Long lines of cliff breaking have left a chasm;
> And in the chasm are foam and yellow sands;
> Beyond, red roofs about a narrow wharf
> In cluster."

Its caves are a remarkable phenomena, and the ancient "Stone of Crail" has a rude representation of the Virgin and Child carved on it. The Parish Church, with its relics of antiquity, still remains. James Sharpe, afterwards Archbishop, was its minister. *Danes Dyke*, near Fife Ness, reminds us of the inroads of the Northmen, many of whom settled here, as names of numerous homesteads show. *Kingsbarns* (pop. 288), about 7 miles from St. Andrews, had its royal castle near the shore. It contained the barns or granaries of the Palace of Falkland; hence the name. The route passes Boarhills and Kinkell Castle to *St. Andrews*. (Distance from Kirkcaldy by the coast 36½ miles.)

From Kirkcaldy the main road to Cupar proceeds to

THORNTON (pop. 1960), in the valley of the Ore, and continues through pastoral scenery, within sight of the green slopes of the Lomond Hills. At Rothes Mill, in the valley of the Leven, a road strikes westwards through *Leslie*, *Scotlandwell*, and *Kinnesswood* (birthplace of Michael Bruce, Poet, 1746) by Loch Leven to Glenfarg and Perth, and another eastwards by *Markinch*, a centre of distilling and paper-manufacturing industries, to Leven.

NEW INN. At this point the road to Cupar proceeds to the right.

Falkland and Newburgh Road. The road on the left strikes northwards to *Falkland Palace*, *Auchtermuchty* (on the main road between Cupar and Kinross), and *Newburgh* on the shores of the Firth of Tay. This road traverses the "Howe of Fife," a wide, pastoral plain, well cultivated and offering many picturesque glimpses of woodland landscape. The district abounds in places of historic interest, and many discoveries have been made of historic relics and sculptured stones of Pictish and Celtic origin. *Falkland Palace*, finely situated on the slopes of the Lomond Hills, is the most outstanding feature in the neighbourhood. The ancient Palace was for long a summer retreat of Scottish Kings. The existing edifice is near the site of an older palace built by Macduff, which was the scene of the murder of the Duke of Rothesay, eldest son of Robert III., described by Scott in *The Fair Maid of Perth*. Built by James III., the Palace was completed by James V. (who died here), and was a favourite residence of James IV., James V., Mary of Guise, and Queen Mary of Scots. It was from Falkland

that the young James VI. set out on the mysterious excursion that ended at Perth in the bloody and unfathomable scuffle known as the "Gowrie Mystery." In Falkland (or Dunfermline, for authorities differ) was born James VI.'s eldest daughter, the Princess Elizabeth, who, as Queen of Bohemia, was involved in the initial tragedies of the Thirty Years' War; from her the present Royal Family of Great Britain is descended. The building is now the property of the Bute family, who have spent much money on its restoration.

Auchtermuchty (pop. 1238) is a quaint old town, and was a great handloom-weaving centre at one time. To-day it has large agricultural interests, a typical country town amidst pleasant surroundings. Strathmiglo, another old-fashioned place, lies to the west of the town (2 miles), and Cupar east (8¾ miles).

Newburgh (pop. 2182). Near the town stand the historic ruins of *Lindores Abbey* (First Pointed period), occupied by Tironensian monks, and founded in 1178 by David, Earl of Huntingdon, grandson of David I. and brother of King William the Lion. Lindores is believed to mean "Church by the water." Alexander III., Wallace, Edward I., and David II. visited the Abbey, and the Duke of Rothesay was buried in the Church. James, Earl of Douglas, passed the last years of his life here. The remaining ruins testify to the great architectural beauty and workmanship of the original Abbey.

From *Newburgh* a road strikes westwards by Abernethy to Bridge of Earn and Perth, and another eastwards to Newport and Dundee.

From New Inn the road continues to the right by Kettlebridge, Pitlessie, and passing Crawford Priory on the left, proceeds to the valley of the Eden, where that river is crossed before entering

CUPAR (pop. 4146). The county town of Fifeshire, and with various industries, mills, and large farming activities, Cupar is a place of considerable historic interest. In early times the Thanes of Fife, the Macduffs, had a castle here. During the darker ages, theatrical representations, called Mysteries or Moralities, were given here. During the residence of the Kings and Queens of Scotland at Falkland Palace it received regular visits from Royalty. The last Royal visit was that of Charles II. in 1650. The Castle was the scene in ancient times of the murder of Macduff's wife and children by Macbeth, which led to the final establishment of Malcolm Canmore on the throne of Scotland. The town was entered by ancient bridges and ports, whose existence is represented to-day in the names of various streets and places in the town. In the neighbourhood are several mansions of great antiquity, the theme of many an old song and tale. One of the out-

standing figures in Scottish history, Sir David Lindsay of the Mount, Lord Lyon King at Arms during the reign of James V., is intimately associated with the district, also Sir John Scott of Scotstarvet, and Wilkie, the well-known artist. The hill above the town is crowned with a monument to the memory of the late Earl of Hopetoun.

Continuing along the fertile valley of the Eden, the route proceeds by

DAIRSIEMUIR. A short distance beyond the village the road to Newport and Dundee continues to the left. The road on the right proceeds to St. Andrews (6¾ miles).

St. Andrews Road (St. Andrews, pop. 9336). A town of great historic and ecclesiastical antiquity, and the scene of some of the most notable happenings in Scottish history. *The University*, founded in 1413 by Henry Wardlaw, Archbishop of St. Andrews, is the oldest in Scotland. St. Mary's College was founded by Cardinal Beaton in 1537; the United College of St. Salvator and St. Leonard, 1747; and the Chapel founded by Bishop Kennedy in 1435. In the Middle Ages the Admirable Crichton was a student here, and the obsolete doctrines of the Schoolmen were taught in St. Andrews by John Major in the days of Buchanan and Knox. Among the more famous of modern alumni are Andrew Lang, the well-known *littérateur*, who has many affectionate references to St. Andrews; and R. F. Murray, whose *Scarlet Gown* contains some of the cleverest verse ever written on student life. The ruins of the Castle, built by Bishop Roger (1200), stand gaunt and grey on the dark red rocks by the shore. A typical northern fortress, it had its share in the earlier history of Scotland, but came chiefly into prominence during the religious struggles which began with the burning here of Wishart by Cardinal Beaton, who himself was afterwards assassinated in the Castle. In the *Parish Church* John Knox preached his first public sermon in 1547, described thus by Professor William Tennant, writer of *Anster Fair:*

> "I sing the steir, strabash and strife,
> When bickering frae the towns o' Fife
> Great bangs o' bodies, thick and rife,
> Gaed tae St. Andrews toun;
> And wi' John Calvin i' their heads
> And hammers i' their hands, and spades,
> Enraged at idols, mass and beads,
> Dang the Cathedral doun."

The reference is to the destruction of St. Andrews *Cathedral*, built in 1159 by David I., but in view of the liability of Gothic structures to decay through sheer neglect, the precise share of the Calvinistic mob in the ruin of the once lovely Cathedral of St. Andrews cannot be determined. The interesting *Church of St. Regulus* close

by the Cathedral belongs to the eleventh century, and its tall, severe-looking tower is unique in Scottish ecclesiastical architecture. *Blackfriars Church*, once a monastery built by Bishop Wishart, the *Parish Church*, with an imposing monument in marble to Archbishop Sharpe, who was killed by the Covenanters, in 1679, while driving across Magus Moor, the ancient *gateways* and weathered *walls* are but a few of the charms of this old mediæval cathedral city. Throughout the Middle Ages it was the great ecclesiastical centre of Scotland, and while its University still bears a high and honoured place in the world of literature and culture, the name of St. Andrews is probably better known to-day as the centre of the world of golf. Here rests the government of the *Royal and Ancient Game* wherever it is played, and here its intricacies and subtleties are discussed and settled in solemn conclave, the highest court of appeal in the realms of this world-wide sport. *The "Links"* themselves are amongst the finest golf courses in the Kingdom, and attract golfers from all parts of the world.

The road from St. Andrews round the coast by *Kingsbarns* and Crail is described the reverse way on page 158.

Northwards from St. Andrews there is a good road to Newport and Dundee (13 miles) by Leuchars, crossing the Eden by the *Guard Bridge*, one of the oldest and most picturesque mediæval bridges in Scotland.

From Dairsiemuir the road proceeds to the left to Newport and Dundee by Balmullo.

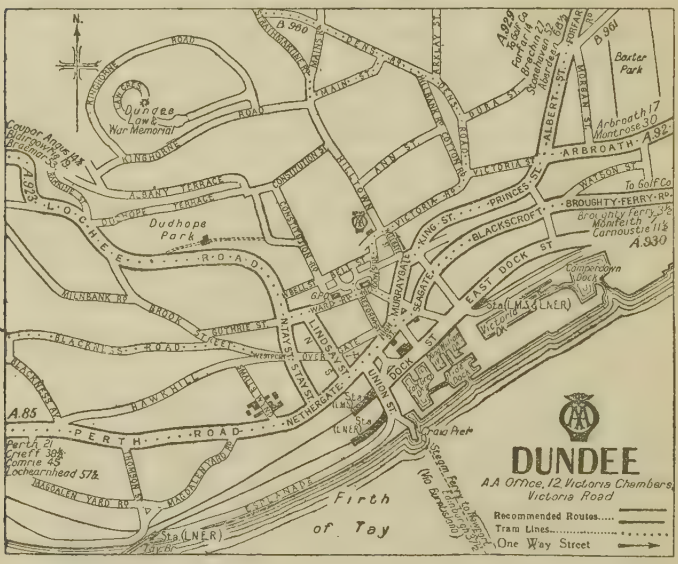
NEWPORT (pop. 3295) is a fine residential suburb on the south bank of the Tay. The *Tay Bridge*, seen on the left, is 10,780 ft. in length, has 87 spans, and a clear headway above high water of 77 ft. Including the approaches, it cost over £1,000,000, and was opened in 1887. The first Tay Bridge fell during a fierce gale on Sunday evening, 28th December 1879, when the whole of the thirteen girders and a train from Edinburgh, containing nearly ninety passengers were blown into the river, not a soul escaping. Plans are now in progress in connection with a survey at this point, with the view of constructing a road bridge across the Firth, linking up the Fife coast with Dundee and the North.

FERRY. For particulars see list at end of book.

DUNDEE (pop. 168,315). An ancient Royal Burgh and a great manufacturing city, Dundee attributes its origin to the vow of Prince David of Huntingdon, the hero of Scott's *Talisman*, who landed on the shores of the Tay on his return from the wars of the Crusades. From this period the town was conspicuous in Scottish history, particularly in the days of Bruce and of the Reformation. Like Perth, however, it has managed to rid itself of almost every trace of antiquity. The town possessed several important monasteries, though

there is scarcely a trace of any of them to-day. The "Howff" was the site of the Grey Friars; opposite the foot of South Tay Street stood the Red Friars; on the west side of Barrack Street the Black Friars or Dominicans. There were also numerous nunneries and religious houses. In the thirteenth century Dundee was one of the wealthiest towns in Scotland. About 1650 it was second only to Edinburgh in importance, but it suffered terrible damage at the hands of General Monk. Prosperity returned with the linen industry in the eighteenth century, and from then its growth has been phenomenal.

Among the chief buildings, all modern, are the Caird Hall, the gift of Sir J. K. Caird, Albert Institute, Free Library,



University College, Royal Infirmary, Technical College, High School, and many beautiful churches. Dundee is the centre of the jute industry, and has large interests also in the jute mills in India, the resultant wealth being displayed not in Dundee itself, but in the palatial residences of Broughty Ferry, Carnoustie, and Newport. At one time seal and whale fishing was a leading industry, but it has declined in recent years. The general shipping trade, however, has increased. Among Dundee's miscellaneous industries are marmalade, confectionery, shipbuilding, and engineering works.

Dundee is a city of progressive and up-to-date ideas. It has greatly encouraged the growth of what one might call the communal spirit, and it is similar to Glasgow in this respect. The great jute merchants and captains of industry are keenly alive to the city's interests and opportunities. Like the

majority of manufacturing towns, the main streets are congested and difficult to negotiate, but once the old properties in front of the beautiful Caird Hall have been cleared away, a vast improvement will be effected in the centre of the city. From *Law Hill*, where stands a fine memorial of the Great War, there is an expansive view of the surrounding district, including the coast-line of the Firth of Tay and the green shores of Fife.

The district is extremely rich in picturesque scenery and many beautifully laid out public parks. Two miles west of the city stands *Invergowrie House*, the oldest part of which goes back to the fourteenth century. Of the Castle of Dundee nothing remains but the name. Dudhope Park, part of the public park purchased in 1873, contains the *Castle of Dudhope*, a place of historic interest. The oldest part of the building was erected in 1296 by Sir Alexander Scrymgeour. The property was described in 1682 as being "ane extraordinaire pleasant and sweet place." It was the residence of the celebrated Graham of Claverhouse, and in its vicinity he unfurled King James's banner before setting out for Killiecrankie. Other castles and historic buildings around Dundee and Broughty Ferry include Mains, Claypotts, Affleck (or Auchinleck), and Pourie.

From Dundee there is a beautiful run to *Perth* (21¼ miles) through the Carse of Gowrie; another to *Broughty Ferry* (4 miles) and *Carnoustie* (11 miles), favourite residential districts of the citizens of Dundee. There are also some finely made roads leading out of the town, and others in course of construction, to *Coupar Angus* (14½ miles), *Newtyle* (11 miles), *Glamis* (12 miles), and *Forfar* (14 miles).

From *Dundee* the route to *Arbroath* and the *North* leaves by Victoria Road, Victoria Street, and Arbroath Road, from which there is a slight ascent out of the city. Following the tramlines to the terminus, the route proceeds past Muirdrum by a level road, amidst pleasant scenery. Looking seaward, on a clear day a good view is obtained of the *Bell Rock Lighthouse*, recalling Southey's poem and the exploits of Sir Ralph the Rover, who cut the bell of the good Abbot of Aberbrothock, and through his own wicked action was drowned himself. Thus the legend of the poem.

ARBROATH (pop. 19,496). Crossing the Elliot Water, in a short distance the route enters Arbroath. The seat of the sail-cloth industry, the town has an excellent harbour, is an important fishing centre, and it also has jute and linen mills, bleachfields, tanneries, chemical works, and a shipbuilding yard. Its smoked haddocks and kippered herring are held in high favour. An Arbroath smokie is a "dainty." The *Abbey*, founded in 1178 by William the Lion, was, next to Holyrood, the most richly endowed in Scotland, while the Abbots, with the right to wear the mitre, were amongst the foremost churchmen in the country. It was destroyed by fire in 1359. The

gable of the south transept has a window, the famous Round O of Arbroath, which is seen far out at sea, and was a guide to mariners for centuries. The building belonged to the First Pointed period and was of great architectural beauty. The Abbots' House is still entire, the Abbey Pend a mere fragment. The north-west tower (103 ft.), the south wall of the nave, and the gable of the south transept are all that remain of one of Scotland's most imposing Abbeys. The remains are now carefully preserved against further decay or demolition. Arbroath was erected into a Royal Burgh in 1599 by James VI. It has an ideal situation, commanding a sweeping expanse of the North Sea, and is a "bien" and prosperous place. It is the "Fairport" of Scott's *Antiquary*, the scene of which is laid chiefly about *Auchmithie*, a fishing village some miles to the north along the red sandstone cliffs.

Forfar Road. From *Arbroath* a good road strikes off in a north-westerly direction by Friockheim to Forfar, where it joins Route XXV. (page 194). Friockheim is the "home" of one Philip Frek or Freke, a one-time bailie of Forfar, the "heim" being added in 1830 by a John Andson who had lived a considerable time in Germany. Between Friockheim and Arbroath many sculptured cross slabs have been discovered, including one at St. Vigeans, with a unique inscription in Pictish writing and many curious carvings of interlaced tracery, hunting scenes, and wild animals. It is said to have been erected to Droston, son of Voret, of the race of Fergus; and a Pictish King Droston was killed in battle in the neighbourhood in 729.

Passing up the High Street of Arbroath as far as the Abbey ruins, the route turns off to the right and continues through *Marywell* and *Inverkeillor*. Crossing the Lunan River with the beautiful sands of Lunan Bay on the right, the road farther on crosses the South Esk by a narrow bridge and later the suspension bridge at the mouth of the Montrose Basin. Plans for the erection of a new road bridge have been approved.

MONTROSE (pop. 10,979). An old town with a handsome main street. Flax-spinning, fishing, timber, tanneries, soap-making, and boat-building are among the industries of this busy seaport town. The town also grows in favour every year as a seaside resort. During the War it was the chief aviation centre in Scotland. The Infirmary stands on the site of the Castle of William the Lion, and the town became a Royal Burgh in the reign of David I. According to Wyntoun, Scotland's earliest historian, Baliol surrendered the throne of Scotland in the Castle.

> "And in the Castell of that town,
> That then was famous in renown,
> This John the Baliol dyspoyled he
> Of all his robys of ryaltie."

From Montrose a good road strikes westwards to Brechin (9 miles) (Route XXV., page 194).

ST. CYRUS (pop. 401). A quaint little village with a salmon-fishing station. The rock scenery to the north of the village is very impressive, the numerous caves and ravines showing the giant strength of the waves that ceaselessly beat against the cliffs. From St. Cyrus to Aberdeen and beyond, dark resounding caverns testify to Nature's irresistible might, the whole coast being a broken line of beetled cliff and weathered crag, the home of the winds and a nursery for countless seabirds.

St. Cyrus was formerly called *Ecclesgreig*, which has an early association with one Grig or Girig, the name of a King of Scots towards the close of the ninth century, who won the title of "Liberator of the Scottish Church."

From St. Cyrus the road continues within sight of the sea, passing a little to the right the fishing village and coastguard station of *Johnshaven*.

BERVIE—Inverbervie (pop. 1041), as it is officially named—has been a Royal Burgh since 1362, and has prosperous flax-spinning mills and a salmon fishery. David I. landed here in 1341 after his exile in France. In the floor of the old Parish Church of Kinneff, a little to the north on the coast, the Regalia of Scotland, "the honours three," crown, sceptre, and sword, were concealed during the siege of Dunnottar Castle by Cromwell's troops in 1651. Mrs. Granger, wife of the minister of Kinneff, with her serving woman, succeeded in gaining entrance to the Castle ostensibly to visit the wife of the Governor—George Ogilvie of Barras—and when she left she had the crown concealed under her apron, her servant carrying the sceptre and the sword in bundles of flax. A touch of irony is added to the incident when we learn that the English General himself gallantly assisted Mrs. Granger to her horse. For many years the Regalia were hidden away and were for a time forgotten, until Sir Walter Scott rescued them from obscurity and had them placed in Edinburgh Castle, where they may now be seen in the Crown Room, chastely decorated and panelled by the late Thomas Nelson, the well-known publisher.

North-west of Bervie, in Glenbervie, stands an interesting piece of ecclesiastical architecture, *Arbuthnott Church*, consecrated in 1242 by David de Bernham, Bishop of St. Andrews. It consists of an aisleless nave and chancel and what is known as the Arbuthnott aisle, which projects from the side of the chancel. The Arbuthnot aisle was built in 1505. About 1475 the vicar of the parish, James Sibbald, produced three service books, to which the name of Arbuthnott is attached—a missal, a book of hours, and a psalter. The workmanship is of the most beautiful description, and the illuminated designs of the highes order.

From Bervie the route continues by a long straight road—one of the finest stretches in the country—within sight of the rugged coast-line and the great expanse of the North Sea.

Dunnottar Castle. Within a short distance of Stonehaven the ruins of Dunnottar Castle are seen on the right, boldly

situated on a promontory of steep cliffs jutting into the sea. A road has been specially built for the convenience of visitors, where before there was only a narrow track across the fields, and the new access to the historic building is highly appreciated. The perpendicular cliffs rise to a height of 160 ft. and the area of the site occupies 3½ acres. A short steep path leads to the narrow strip of land connecting the promontory with the mainland, and another leads upwards to the great gateway, on the right of which is "Benholm's Lodgings," a five-storied building with three tiers of loopholes, commonly the portcullis. The guard-room and prison, chapel, Whigs' vault, priest's house, and stables may still be traced, the whole group of buildings forming one of the most imposing strongholds in the north of Scotland. For many centuries it was the chief seat of the Earls Marischal, and its traditions of warfare and conflict go back to the Pictish period. From the days of Donald, King of Alban, Wallace, and Bruce, to the time of Cromwell, when the Regalia of Scotland were sent here for safety, the impregnable fortress withstood many sieges, and to-day the massive ruins, round which the ocean tides surge and roll with ceaseless fury, continue to do battle with the elements. In the churchyard Sir Walter Scott first saw Robert Paterson, the original "Old Mortality," quietly pursuing his self-imposed task of renewing the names on the gravestones of the Covenanters who died in the Castle.

From Dunnottar the road gradually descends by a finely built road overlooking the Bay of Stonehaven and enters this interesting northern town. At this point before entering the town the route is joined on the left by the road from Brechin and Laurencekirk.

STONEHAVEN (pop. 4856). The old town, south of the Carron, is a quaint old place of narrow streets and old-fashioned gabled houses, a typical fishing village. The new town, in Fetteresso parish, has a handsome and prosperous appearance, with a number of substantial public buildings and churches. In recent years it has become a popular seaside resort, and there are many beautiful villas in the higher part of the town. The fine beach and golf course draw a large number of visitors in the summer months. "Stanehive," as it is pronounced locally, has a considerable fishing industry, but for general trade the harbour only admits of small vessels. A little to the west of the town stands *Fetteresso Castle*, formerly the home of the Earls Marischal. It was burned by the Marquis of Montrose in 1645, and rebuilt in 1671. After landing at Peterhead in 1715, the Chevalier was warmly entertained at the Castle for a week. At the entrance he was proclaimed James VIII. In the same locality is the *Old House of Urie*, a fine Elizabethan mansion, which belonged to the Barclays of Quaker, farming, and pedestrian fame. *Cowie Church* stands near the shore, a little to the north of the town. The Chapel of St. Mary, as it was called, is one of the most interesting ecclesiastical ruins in the district, being a fine example of a

simple oblong structure in the First Pointed style. There are three lancet-pointed windows of the thirteenth century in the east gable. The Chapel was consecrated in 1276, but unroofed on account of scandals shortly before the Reformation.

The Slug Road. From Stonehaven an ancient drove road, known as the "Slug Road," passes over the hills in a north-westerly direction and descends to the valley of the Dee either at Durris or further west at Banchory. To the right of the "Slug Road" a few miles out of Stonehaven are the remains of a great Roman camp known as "Raedykes." The camp is supposed to have been in direct communication with the famous camp at Ardoch.

Leaving Stonehaven, the road proceeds by the coast, where the rock scenery is of the wildest description.

MUCHALLS is a neat little village and coastguard station. Near the village stands Muchalls Castle, a well-preserved Scottish baronial mansion of the seventeenth century. The inside of the Castle is finely decorated.

From Muchalls the road continues by Hillside to Aberdeen, passing on the right, and situated immediately on the shores, many interesting and quaint little places, including Skateraw, Portlethen, Findon (which gave the name to "Finnan" haddocks), and Cove.

A short distance beyond *Hillside*, at the fork roads, the route to the *right* proceeds by the Church of Nigg, near Nigg Bay, and enters Aberdeen by Wellington Road, Menzies Road, *Victoria Bridge*, and Market Street. The road to the *left* proceeds by Charlestown, and crossing the stately *Bridge of Dee*, follows the tramlines by Holborn Street to Union Street,

ABERDEEN.

ROUTE XXI

EDINBURGH to OBAN—125½ Miles

DISTANCES ALONG THE ROUTE

Edinburgh to	Intermediate Miles	Progressive Miles
Linlithgow	17	17
Stirling	18½	35½
Dunblane	6	41½
Doune	3¾	45¼
Callander	8	53¼
Lix Toll	18¾	72
Crianlarich	11	83
Dalmally	16½	99½
Oban	26	125½

The route generally followed from Edinburgh to Oban is the one given above. The road follows Route XVIII. (page 145), Edinburgh to Stirling, where it joins Route XIV. to Dunblane (page 121). Crossing the railway bridge to the *left* before entering the main street of Dunblane, the road strikes westwards to *Doune*, where it joins Route XV. (page 127), Glasgow to Inverness. Following that route through *Callander* and *Lochearnhead* as far as *Lix Toll*, at the head of *Glen Ogle*, it strikes off to the left and follows Route XXIII. (page 183), Perth to Oban.

Alternative Route. Another route of an equally picturesque character is by Stirling. Passing through the town, the road strikes off to the *left* for *Thornhill*, *Lake of Menteith*, and *Aberfoyle* (Route XVII., page 143). From Aberfoyle (the route does not actually enter the village) the road continues by *Drymen* to *Balloch*, where it joins Route XVI. (page 136), Glasgow to Oban, by *Loch Lomondside* and *Inveraray*. The "distances" of this route are as follows:—

Edinburgh to	Intermediate Miles	Progressive Miles
Stirling	35½	35½
Thornhill	9¾	45¼
Lake of Menteith	5½	50¾
Drymen	14	64¾
Balloch	8¼	73
Luss	9	82
Tarbert [1]	8½	90¼
Arrochar	1½	91¾
Inveraray	22¼	114
Dalmally	15¾	129¾
Oban	26	155¾

[1] At this point the route may be continued by Loch Lomondside to *Ardlui*, and from thence by *Glen Falloch* to *Crianlarich*, where it joins Route XXIII. (page 183), Perth to Oban.

ROUTE XXII

PERTH to INVERNESS

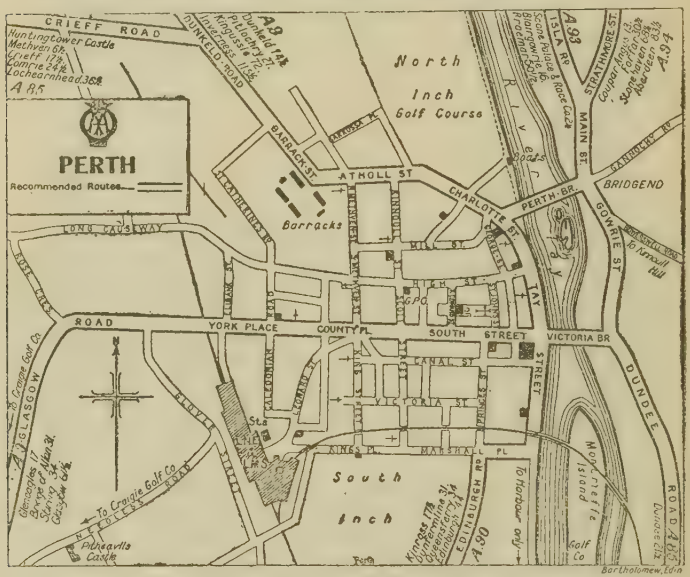
By Pitlochry and Kingussie—115¾ Miles

DISTANCES ALONG THE ROUTE

Perth to	Intermediate Miles	Progressive Miles
Luncarty	4½	4½
Waterloo	5¼	9¾
Birnam	4¼	14
Dunkeld	¾	14¾
Ballinluig	7¾	22½
Pitlochry	4¾	27¼
Blair-Atholl	7	34¼
Falls of Bruar	3	37¼
Struan	1½	38¾
Dalnacardoch Shooting Lodge	6	44¾
Dalnaspidal	5¼	50
Summit	2	52
Dalwhinnie	5¾	57¾
Newtonmore	11	68¾
Kingussie	3	71¾
Kincraig	6	77¾
Aviemore	6	83¾
Carrbridge	7¼	91
Moy	13¼	104¼
Craggie	4¼	108½
Daviot Church	1	109½
Culcabock	5	114½
Inverness	1¼	115¾

PERTH (pop. 33,208). Beautifully situated on the banks of the River Tay, in the centre of a wide fertile plain crescented by mountains, the "Fair City" has long been known as the "gateway to the Highlands," and its romantic story lies very near the heart of Scottish history. Erected into a Royal Burgh by William the Lion in 1210, it was for many years the Metropolis of Scotland. From 1201 to 1459 no fewer than fourteen Parliaments met within its walls. Its central position made it a favourite abode of Scottish Royalty, and, in later times, the headquarters of Cromwell. Claverhouse captured it in 1689, and it played a conspicuous part in the '45 Rebellion. Most of the ancient houses have disappeared. Handsome modern buildings, such as the Municipal Chambers, the Natural History Museum, the Academy, Sandeman Library, and the Prison, combined with the wide streets and beautiful recreation grounds, give the town an attractive appearance. In the reign of Robert III. a tribal fight (engineered, it is said, by the Scottish Government) took place on the North Inch—

a low-lying plain near the banks of the river—between two powerful Highland clans, Chattan and Quhele: the fight is an important episode in Scott's *Fair Maid of Perth.* In *St. John's Church*, the most ancient building in the city, Edward III. of England stabbed his brother, the Duke of Cornwall, in 1336, and from the pulpit John Knox, the Reformer, delivered one of his most memorable sermons. In 1437 James I. was murdered in the Monastery of Blackfriars by Sir Robert Graham and others. *Gowrie House*, on the site of the present County



Buildings, was the scene of a mysterious plot in 1600, when the Earl of Gowrie and his brother were murdered on the pretext that they were planning the seizure of James VI. In Blackfriars Wynd the house is still pointed out in which "The Fair Maid of Perth" of Scott's romance is supposed to have lived. The green heights of *Kinnoull Hill*, now a public park, overlooking the town, command one of the finest views in Scotland, embracing the Grampians in the north, the Ochils to the south-west, and the rounded slopes of the Sidlaw Hills to the east.

The town is a popular touring centre, picturesque routes radiating from it into the Perthshire mountains and the Ochil Hills. Despite its many industrial activities, including the famous Pullar's Dye Works, it is comparatively free from smoke, and it preserves much of the atmosphere of a typical country town.

The Carse of Gowrie Road. One of the most picturesque routes out of Perth is that of the Carse of Gowrie Road to Dundee, a distance of 21¼ miles. Crossing the Tay, the

road turns eastwards round the base of Kinnoull Hill and proceeds within sight of the slopes of the Sidlaw Hills on the left and the Firth of Tay on the right. Green fertile landscape alternates with rich woodland scenery. The route passes by *Glencarse* (*Errol* on the right near the shore), *Inchture*, and *Longforgan*. There are many historic mansions and castles in the vicinity of the route, including Kinfauns, Pitfour, Megginch, and Kinnaird Castles. The latter castle was visited by James I. in 1617. *Inchture* and *Longforgan* are picturesque villages commanding a fine view of the Carse, the latter formerly serving as an appanage of Castle Huntly. *Castle Huntly*, near Longforgan, occupies a conspicuous position on a precipitous rock rising sheer from the level of the Carse. The Castle was built about the fifteenth century, and in the eighteenth century was converted into a modern residence, with wings, battlements, and round towers. The stone of which the Castle is built was obtained from the quarry of Kingoodie, which also supplied the blocks for Rennie's Waterloo Bridge over the Thames. The interior of the Castle combines all the features of a modern residence and an ancient stronghold, and is described as one of the best specimens of an old baronial residence in Scotland. It was built by the second Baron Gray, and tradition says that he named it after a daughter of the Earl of Huntly. It was afterwards purchased by the Earl of Strathmore, and was known as Castle Lyon. *Rossie Priory*, north of Longforgan, was built a century ago and is the seat of Lord Kinnaird. It is an imposing pile of monastic appearance, spacious and elegant, and contains a valuable collection of Roman antiquities.

The Inverness Road leaves Perth by Tay Street and the North Inch (on the right), Atholl Street, and Dunkeld Road. The road on leaving the city is wide and level and the surface in fine condition. (At the fork roads a mile out, Route XXIII., Perth to Oban (page 180), strikes off to the left.)

Crossing the River Almond, the route continues through

LUNCARTY (pop. 400). Here the Danish invaders suffered defeat at the hands of Kenneth II. about 990. During the battle, according to tradition, Kenneth was greatly assisted by a peasant ancestor of the Hays, who for his services obtained a large grant of territory.

The road now winds along the sloping banks of the Tay through Strathord, where, at the fork roads, it strikes off to the left.

Stanley Road. The road on the right proceeds by Stanley, Caputh, and Murthly Castle, rejoining the main road at Dunkeld. *Stanley*, on the right bank of the Tay, grew up in connection with the Arkwright cotton mills. Stanley House was once the seat of the Lords Nairne,

and has many Jacobite associations. Within the Stanley policies is a remarkable round structure, according to tradition a religious house in connection with the Abbey of Dunfermline.

Proceeding through *Bankfoot*, the birthplace of the poet Robert Nicol, and *Waterloo*, the road continues to

BIRNAM (pop. 711), nestling at the foot of Birnam Hill (1324 ft.). The woods and hill of Birnam have been made famous by Shakespeare's *Macbeth*; the remains of King Duncan's Castle are still to be seen at the top of the hill. Through Birnam Pass, the "mouthpiece of the Highlands," the route crosses the Tay by a handsome bridge, one of Thomas Telford's finest achievements, into the ancient cathedral city of Dunkeld.

Strathbran Road. Before crossing the Bridge, a beautiful road proceeds to the left through Strathbran and thence by Amulree to *Crieff* (south through the Sma' Glen, 22½ miles), or to *Aberfeldy* (north by Glen Cochill, 17 miles). Another road strikes off to the right before entering Strathbran, along the banks of the Tay by *Dalguise*, joining Route XV. (page 133) at *Grantully*.

DUNKELD (pop. 529). Situated amidst exquisite woodland scenery on the banks of the stately river, the "Fort of the Kelts" had successively a Culdee establishment, a monastic institution, and a Cathedral, and had an honoured place in the ecclesiastical life of the country. Here Kenneth Macalpine transferred the relics of St. Columba, and built a Church which was to be the mother-church of Celtic Christianity. The fine Cathedral, begun in 1320 and considerably added to during the following century, contains a monument to the Wolf of Badenoch, another in memory of the officers of the 42nd who fell in the Crimea and Indian Mutiny, and the burial vaults of the Atholl family, whose residence, Dunkeld House, is close to the town. The nave was restored during the present century, and the choir, built in 1318, was restored in 1820, and is used as the Parish Church. Most of the building belongs to the Second Pointed period of architecture, with the exception of the choir which is First Pointed work. One of the most exciting episodes in the history of this famous Cathedral was its defence in 1689 by a small band of Cameronians under Clelland against 5000 Highlanders.

From Dunkeld the route continues through some of the finest scenery in the Highlands.

BALLINLUIG. (A short distance before entering the village the road from Aberfeldy (Route XV., page 133) enters the route on the left.)

PITLOCHRY (pop. 2241). Situated in the centre of Scotland, amidst beautiful river and woodland scenery, Pitlochry

Photo t Valentine.

Fair Maid of Perth's House, Perth.

has become a famous holiday centre. The mountain glens and peaceful straths, with the waters of the Tummel and the Garry and their tributary burns, impart something of their freshness and energy to mind and body. The famous Pass of Killiecrankie, a densely wooded gorge through which the River Garry flows in a series of beautiful cascades amidst giant boulders and cliffs, is the outstanding feature of the neighbourhood, and one of the choicest scenes in the heart of Scotland. Here the Highlanders, on 27th June 1689, routed the Royal troops under General Mackay, but with the loss of their own leader, Viscount Dundee.

From Pitlochry there are many interesting runs amidst mountain and river scenery, including one westwards by Tummel to Loch Rannoch (21 miles) and one to the north-east by Glen Brerachan into Strathardle by Kirkmichael to the Spittal of Glenshee (Route XXIV., page 190).

The road to the North winds through the Pass of Killiecrankie and along the banks of the River Garry to

BLAIR-ATHOLL (pop. 1830), near which stands Blair Castle, the seat of the Duke of Atholl. The original building was erected by John de Strathbogie, grandson of Macduff, sixth Earl of Fife, in the thirteenth century. The Castle has many interesting associations. It was visited by James V. (1529) and Mary Queen of Scots (1564), and was occupied by the Marquess of Montrose in 1644. It was captured by Cromwell's soldiers in 1653, and was the headquarters of Viscount Dundee prior to the battle of Killiecrankie in 1689. Dundee lies buried in the old churchyard behind the Castle. Prince Charlie held an impromptu ball in the Castle in 1745 on his march south to Edinburgh. Glen Tilt, the river of that name joining the Garry at Blair-Atholl, lies immediately above the Castle—the road into the Glen, the private property of the Duke of Atholl, coming to an end at Forest Lodge. Beyond that an ancient track passes northwards by Falls of Tarff, within view of some of the finest mountain scenery in Scotland, to the valley of the Dee at Linn of Dee. From thence a good road proceeds to Braemar.

From Blair-Atholl the road winds along the picturesque valley of the River Garry, passing on the right the Bruar Water and the famous *Falls of Bruar*, tumbling from dizzy heights from the hills above. Continuing through the hamlet of *Calvine*, the road gradually ascends within sight of the rocky bed of the Garry, which passes through some wild scenery and falls in swift and noisy tumult by heath and moss-clad banks.

DALNACARDOCH. The Shooting Lodge here was, in ancient times, a well-known stopping-place before beginning the long ascent of the Grampians. It was occupied by General Wade and his troops while engaged in building the road to Inverness during 1728–29. Traces of the ancient military road

are visible among the hills on the right and left of the present road, and the remains of not a few of the ancient bridges are still to be seen high up in the glens and ravines. Wade's road from Crieff, by the Sma' Glen, Aberfeldy, and Trinafour, joins the route at Dalnacardoch on the left (Route XV., page 132).

The road now begins the long ascent over the Grampian ridge of Drumalbain, which marked the old division between South and North Scotland. The peaceful scenery of the Lowlands has been left behind. The scenery assumes a sterner aspect ; moorland wastes, grim and desolate, over which great boulders of rock lie strewn, stretch out in every direction. As the route proceeds by almost imperceptible ascent, the rugged peaks of the Grampians come into closer view, and the silence of the hills is undisturbed save for the occasional bleat of a lonely sheep, the cry of the curlew, or the sound of the Garry among the rocks on the left.

Many important improvements are now being carried out on the present road from Blair-Atholl to Inverness, at a cost of £600,000. At some points of the route an entirely new road is being constructed and new bridges built. Designed a century ago by Thomas Telford, the road is the main highway connecting the South and the North, and on this account the cost of the new road is to be entirely borne by the National Exchequer.

Nearing Dalnaspidal, the waters of Loch Garry, out of which flows the River Garry, are seen glistening among the hills on the left.

DALNASPIDAL was another important point on the Highland route in drover times, its name indicating that it was a place of welcome or "hospitium." Two miles beyond, on the left, the Highland Railway reaches the highest point of any railway system in the kingdom, 1484 ft. A short distance beyond this, the road itself, as it winds through the Pass of Drumochter, attains a height of 1504 ft., the highest point of the route across the Grampians.

SUMMIT. From this point the road gradually winds by easy gradient into Glen Truim to

DALWHINNIE, near the head of Loch Ericht (on the left). This fine mountain village is a popular holiday resort, especially amongst anglers. To the south-west are seen the mountainlands of Ben Alder (3757 ft.), under whose slopes Prince Charlie lay hid after the tragedy of Culloden. To the right spreads the great Gaick Forest, one of the noted deer forests in the Highlands.

Loch Laggan Road. From Dalwhinnie—near the distillery—a fine mountain road strikes off to the left to Loch Laggan, this being part of General Wade's road northwards across the Pass of Corrieyairick and the Hills of Badenoch to Fort Augustus, constructed by his soldiers

in 1731. The Pass was the route taken by Prince Charlie and his men during his march to the South after unfurling the Standard in Glenshiel on 19th August 1745.

From Dalwhinnie the road continues by the banks of the River Truim. Near the junction of that river with the River Spey, a great clan conflict took place in 1386 between Clan Chattan and the Camerons of Lochaber. North of the battle-field stands the famous "Black Rock," the gathering hill of the Clan Macpherson. Crossing the River Spey, the road proceeds through the village of

NEWTONMORE.

Here a picturesque road strikes westward by Loch Laggan to Spean Bridge (36¾ miles), described the reverse way in Route XXVII. (page 204).

KINGUSSIE (pop. 1202). Finely situated by the banks of the Spey, amidst a wealth of woods and glens and a vast expanse of purple moorland, its bracing mountain air attracts a large number of visitors during the summer months. The chief object of historical interest is Ruthven Castle, whose ruins are seen on the south bank of the Spey. The building supplanted an older Castle Ruthven, a stronghold of the Lords of Badenoch. The present building was erected by the Government in 1718, and was used for the purpose of keeping the Highlanders in subjection after the Jacobite Rebellion of 1715. Ruthven was a favourite assembling-point in Highland warfare. Here a vain attempt was made to rally the Clans after Culloden. Kingussie itself dates only from the end of the eighteenth century; it is the Capital of Badenoch, a mountain-land rich in Highland traditions and in tales of the fierce Clan Chattan, whose lands formerly extended eastward into Strathspey. To the west of the village the lower slopes of the Monadhliath Mountains rise from the valley. On the right the rugged peaks of the Cairngorms, embracing Cairngorm (4084 ft.), Cairn Toul (4241 ft.), Ben Macdhui (4296 ft.), and Braeriach (4241 ft.), are seen beyond the wooded depths of Glen Feshie. In the old burying-ground of Chapel Park stands a monument in memory of James Macpherson, the translator of *Ossian*. Macpherson was born in the village of Ruthven, and his remains were interred at his own request in Westminster Abbey!

Proceeding through the heart of dark pinewoods, the route passes, on the right,

KINCRAIG, by the shores of Loch Inch. In the neighbourhood stands Linwylg Inn, a favourite hostelry in coaching days. Further on, the route skirts the banks of Loch Alvie, near which rises the wooded knoll, "Tor Alvie," crowned by a monument to the Duke of Gordon.

Proceeding by an undulating road through a portion of the extensive deer-stalking forest of Rothiemurchus, the route enters

AVIEMORE. The great mountain rock overhanging the banks of the Spey near the village gave the powerful Grant Clan their slogan, "Stand fast—Craigellachie," which brought fear to many a brave heart in the wild days of Highland feud. Near Aviemore is Loch-an-Eilan—the gem of the Northern Highlands—with its islanded Castle of the Wolf of Badenoch.

Grantown-on-Spey Road. Within 3 miles of *Carrbridge*, past Kinveachy, a picturesque route strikes off to the right along the Spey Valley by Boat of Garten, Nethybridge, Dulnain Bridge, and Grantown-on-Spey (Route XXVIII., page 214).

CARRBRIDGE (pop. 309) is a picturesque little village on the banks of the River Dulnain. An ancient bridge of a single arch forms an interesting feature on the left of the route. The bridge was originally built by the Earl of Seafield in 1710 to enable the people to carry their dead across the river to Duthil Churchyard. Carrbridge was a place of note in early droving and coaching days.

At this point Route XXVIII., from Braemar to Inverness (page 214), joins the route on the right.

The road now enters the gloomy mountainous "Pass of Slochd Mhuic" (the wild boar's den). The summit level of the railway line through the Pass is 1323 ft., the road at the highest point 1220 ft. Both are admittedly fine engineering feats. The Pass was the haunt of robbers in the "old bad days," and many weird tales are told of a Mackintosh of Raitts, a fearless leader of a wild gang, whose exploits are given in Sir Thomas Dick Lauder's romantic novel *Lochandhu*. Snowstorms and floods are frequent and severe in the winter months in this neighbourhood, and every precaution is taken to keep both road and line open, the railway being protected by great lengths of upright "sleepers" for a considerable distance. Proceeding by a series of sharp dips and stiff ascents into the treeless upper Glen of the Findhorn, which as it winds northwards to the Moray Firth becomes one of the loveliest rivers in Britain, the road crosses Findhorn Bridge and thence to the village of

TOMATIN. The road now leaves the valley of the Findhorn and winds across a great expanse of moorland to

MOY, near which stands Moy Hall, finely situated amidst the trees by the dark waters of Moy Loch. Here the powerful chiefs of the Mackintosh Clan have exercised almost regal sway for centuries. In the Hall are many relics of the last tragic rally of the Highlands for the Stuarts. The Highland chiefs gathered at the Castle after Culloden, but their hopes of a further effort were blasted by the news that Prince Charlie had fled to Knoidart. Many of the ancient customs of these chieftains of the North still survive at Moy Hall, and the Clan, though sadly reduced in numbers, retains to this day the independent

Photo : J. Inglis Ker.

The Old and New Bridges at Carrbridge.

character which gave the house of Mackintosh its fearless reputation throughout the Highlands.

Proceeding through Moy there is a gradual descent by

CRAGGIE, in the picturesque valley of the Nairn.

At this point a beautiful road strikes off to the right through the Nairn Valley to Nairn. See Route XXX. (page 230). Another route farther on proceeds to the left by Errogie, Falls of Foyers, and Fort Augustus. See Route XXVII. (page 206).

After an abrupt bend at the bridge across the Nairn, the road ascends steeply to the right past

DAVIOT CHURCH. (A short distance further on a road strikes off to the right across Culloden Moor and joins Route XXX. (page 230).) Proceeding across the western portion of Drummossie Moor, the road descends gradually towards

CULCABOCK (pop. 261). At this point a magnificent panorama meets the eye. The dark blue waters of the Moray Firth stretch away to the right; the bleak mountain-lands of Sutherlandshire and the snow-clad peak of Ben Wyvis rise steeply from the opposite shores of the Firth; while to the left the beautiful valley of Loch Ness, known as "The Great Glen," winds into the hills:

"A land of golden gorse and the rival yellow broom,
Of snow-capped hills and scorching sun,
Of mountain streams and peat-brown rills,
And the wondrous lochs they fill.
. . . . . .
A land of cedars dark, and the emerald green of larch
With castles old and headlands bold and God's great
rainbow arch."

The route now reaches the outskirts of Inverness, and proceeds by Kingsmill Road into High Street and Stephens Brae, at the head of which stands the Royal Academy,

INVERNESS.

ROUTE XXIII

PERTH to OBAN

By Lochearnhead and Dalmally—95¼ Miles

DISTANCES ALONG THE ROUTE

Perth to	Intermediate Miles	Progressive Miles
Huntingtower	2¾	2¾
Methven	3¾	6½
Gilmerton	9	15½
Crieff	2	17½
Comrie	6½	24
St. Fillans	5½	29½
Lochearnhead	7	36½
Lix Toll	5	41½
Crianlarich	11¼	52¾
Tyndrum	4¾	57½
Dalmally	11¾	69¼
Oban	26	95¼

PERTH. Leaving by Tay Street and Atholl Street, the route passes St. Ninian's Cathedral and proceeds along Dunkeld Road. About a mile out, at the fork roads, the route strikes off to the left, the main road proceeding to Dunkeld and Pitlochry. (See Route XXII., page 171.) Winding through pleasant meadows, the route continues by

HUNTINGTOWER (pop. 458), formerly Ruthven Castle, which figured in the incident known as the "Ruthven Raid" (1582), when James VI. was detained a prisoner by the Earl of Gowrie. The Castle, which stands a little off the main road on the right, consists of two massive square towers, separated by a space of 9 ft. known as the "Maiden's Leap," over which, according to tradition, the first Earl's daughter leapt when her mother surprised her with her lover, with whom she eloped. In the neighbourhood a fierce struggle took place in 1645 between the Marquis of Montrose and the Covenanters, when the latter were defeated. Continuing by Almondbank Station, the road passes through the ancient village of

METHVEN (pop. 673), near which stands *Methven Castle*, where Queen Margaret, the widow of James IV., died in 1539. Methven is the "Kildrummie" of Ian Maclaren's writings. In Methven Wood Robert the Bruce was defeated by the Earl of Pembroke in 1306. One of the most interesting places in the district is *Lynedoch Cottage*, the scene of the touching story of Bessie Bell and Mary Gray, who built themselves a bower to escape from the plague. The gravestone has the

following inscription: "They lived, they loved, they died." *Trinity College*, about 4 miles to the north, in *Glenalmond*, was founded as a Public School for the training of clergymen of the Scottish Episcopal Church at a cost of £90,000. It was opened in 1847, and stands in a fine situation in the valley of the Almond.

Proceeding through Methven, the road passes, on the left, the ruins of the Abbey of Inchaffray, founded in 1200 by the Earl of Strathearn. It was the Abbot of Inchaffray who carried the arms of St. Fillan in a shrine at the Battle of Bannockburn, and who, before the battle, celebrated Mass in sight of the English Army.

"See where yon barefoot Abbot stands
And blesses them with lifted hands."

Skirting the beautiful grounds of Abercairney, the home of Col. Home-Drummond Moray, the route enters the little village of

GILMERTON.

Amulree and Aberfeldy Road. At this point a road strikes off to the right through the "Sma" Glen (where Ossian is said to be buried) to *Amulree*—10 miles. There are numerous traces of General Wade's Military Road on either side of the present road. (At the school-house, near the entrance to the village, a road strikes off to the left through Glen Quaich to Kenmore (21¼ miles) where it joins Route XV. (page 132).)

From Amulree village the road proceeds to *Aberfeldy* by *Glen Cochill*, a distance of 11 miles. From Kinloch, at the entrance to Glen Cochill (where a good road strikes off to the right for Dunkeld), the route proceeds by long straight ascent as far as the shores of the little mountain Loch na Craig (1408 ft. above sea-level). From this point there is a long easy descent to Aberfeldy, where Route XV. (page 133) is joined.

From *Gilmerton* the road continues into the town of

CRIEFF (pop. 5877), situated above the valley of the Earn on a ridge of the Knock of Crieff. Its picturesque position in the midst of beautiful woodland and river scenery is attractive to those in search of a restful holiday. The town and neighbourhood have frequent mention in Highland history. The site of the "Kind Gallows" of Crieff, referred to in Scott's *Waverley*, is at the foot of the steep hill entering Crieff from Muthill. It was burned by the Highlanders in 1716, and was visited by Prince Charlie on his way to the North in 1746. It is said that Queen Victoria had a great desire at one time to build a residence in the neighbourhood.

From Crieff a road strikes southwards from the centre of the town to Greenloaning, where it joins the Stirling-Perth Road, page 123.

Drummond Castle, on the outskirts of Crieff, is the Scottish seat of the Earl of Ancaster. On the castle rock stand two structures of widely different periods. The ancient Castle was built in 1491 by John, first Lord Drummond. It was often visited by James IV. and Queen Mary. During the Cromwell campaign it was almost demolished, and it fell into ruin after the Revolution of 1688. The remains were strengthened and garrisoned in 1715 by the Royal troops. Jane Gordon, Duchess of Perth, a faithful supporter of the House of Stuart, caused the walls to be levelled to the foundations during the '45 Rebellion, lest it should again fall into the hands of the Royal troops. The Castle was rebuilt in 1842, and a portion is used as an armoury.

Proceeding westwards through the town, the road skirts the policies of Ochtertyre House, where Burns wrote his song to Euphemia Murray, of Lintrose, the "Flower of Strathmore":

> "By Ochtertyre grows the aik,
> On Yarrow banks the birken shaw;
> But Phemie was a bonnier lass
> Than Braes o' Yarrow ever saw."

Near the Loch of Ochtertyre is the site of the Battle of Monzievaird, where Kenneth IV. was killed in 1003.

The route continues through beautiful and ever-changing scenery by the banks of the River Earn, passing on the left a wooded knoll on which stands a monument to Sir David Baird, the hero of Seringapatam, and farther on, on the right, the stately mansion-house of *Lawers*.

COMRIE (pop. 1122) stands at the entrance to the ancient Royal Hunting Forest of Glenartney, the opening scene of Scott's *Lady of the Lake*.

> "The stag at eve had drunk his fill
> Where danced the moon on Monan's Rill,
> And deep his midnight lair had made
> In lone Glenartney's hazel shade."

Comrie is believed to have been the *locus* of the battle between Galgacus and Agricola, and many Roman and other relics of antiquity have been discovered in the neighbourhood. The place is at rare intervals visited by slight earthquake shocks, due presumably to its proximity to the great Highland Boundary "fault." Beyond Comrie, on the right, on a wooded knoll, stands a monument to the first Viscount Melville, friend of William Pitt.

Continuing by a fine road, which now enters the mountainous region of the lower Grampians, the route passes in view of the stately residence of Dunira Castle, an ancient home of the Dundas family. The neighbourhood is associated with "Kilmeny," James Hogg's beautiful creation in *The Queen's Wake*.

" Bonny Kilmeny gaed up the Glen,
But it wasna to meet Dunira's men,
Nor the rosy monk of the Isle to see,
For Kilmeny was pure as pure could be.
It was only to hear the Yorlin sing
And pu' the blue cressflower round the spring.
To pu' the scarlet hypp and the hind berrye
And the nut that hang frae the hazel tree."

ST. FILLANS (pop. 300) is exquisitely situated at the eastern end of Loch Earn, and is exceedingly popular as a summer resort. There are numerous scenes in the neighbourhood round which cling many legends associated with the patron, Saint Fillan. On leaving the village, the beautiful *Loch Earn* bursts upon the view. From the Loch the mountains rise in steep profusion, the highest peak on the south side of the Loch being Ben Vorlich (3224). The length of the Loch is 7 miles, and the road by the lochside affords many a picturesque glimpse of Highland landscapes. On *Neish Island*, opposite St. Fillans, are the remains of an ancient castle, where a party of Macnabs wreaked their vengeance on the Neish clan, who were put to the sword. *Ardvorlich*, on the opposite shores nearing Lochearnhead, is believed to be the Darlinvaroch of Scott's *Legend of Montrose*, and in *Edinample Glen*, where there is a beautiful waterfall, is an old baronial castle of the Breadalbane family.

LOCHEARNHEAD. At this point (see Route XV., page 129) the road turns to the right and ascends Glen Ogle to

LIX TOLL, where it strikes off to the left. (The road to the right proceeds to Killin (Route XV.).) From the old toll-house the road winds through Glen Dochart by *Luib*, and farther on by the shores of *Loch Tubhair* in which on a rocky knoll stand the ruins of an ancient tower of the Campbells. Immediately above the Loch, to the south, rise the rugged slopes of Ben More (3843 ft.), Am Bennein (3821 ft.), and Ben A'Chroin (3104 ft.).

CRIANLARICH is a picturesque Highland village and is finely situated at the mouth of Strathfillan.

Loch Lomond Road. The road to the left strikes through Glen Falloch to Ardlui, at the head of Loch Lomond (8 miles), and Tarbet (8¼ miles), where Route XVI. (page 137) is joined.

At Crianlarich the West Highland Railway crosses the Callander and Oban line by a lofty viaduct. Passing along the right bank of the River Fillan, the route passes the scene of the fight of Dalree (or Dalrigh), where in 1306 Bruce slew three brothers, followers of Macdougall of Lorne. Bruce escaped Macdougall's vengeance, but in the conflict Bruce's Highland plaid was caught by his pursuer and with it a famous brooch, which is still preserved by the Macdougall family in Dunolly Castle, near Oban.

TYNDRUM is a typical Highland hamlet at the mouth of Glen Lochy, with a fine range of mountains to the north and south of the village.[1]

From *Tyndrum* the road passes into the lonely Glen of the Lochy, through which the river winds its way to Loch Awe. Nearing the lower slopes of Ben Lui (3708 ft.) on the left of the valley, the road rises over the watershed between Perthshire and Argyllshire, and winds along the banks of the Lochy to Inverlochy, where it joins the River Orchy. Approaching Dalmally, a fine prospect of mountain and loch scenery is obtained. The dark waters of Loch Awe stretch far away into the hills, where Ben Cruachan raises its rugged peaks above the deep Pass of Brander. This view of what was once the land of the Macgregors recalls the pathetic lines in which Sir Walter Scott tells the story of an exile race:

> "Glen Orchy's proud mountains, Kilchurn and her towers,
> Glen Strae and Glen Lyon no longer are ours;
> We're landless, landless, landless, Gregarach."

Before entering the village of

DALMALLY the road to Oban strikes off to the right.

At the fork roads the route is joined on the left by the road from Inveraray, page 138.

The road to Oban now follows Route XVI. (page 139) to

OBAN.

[1] See page 185 for *Glencoe Road.*

The Glencoe Road

From Tyndrum to Ballachulish—34½ Miles

DISTANCES ALONG THE ROUTE

Tyndrum to	Intermediate Miles	Progressive Miles
Bridge of Orchy	7	7
Inveroran	3	10
Ba Bridge	5	15
Altnafeadh	7¼	22¼
Clachaig	6¼	28½
Glencoe	2½	31
Ballachulish Village	1½	32½
Ballachulish Ferry	2	34½

Tyndrum. From Tyndrum the famous road through the Pass of Glencoe to *Ballachulish Ferry* strikes off to the right. The distance is 34½ miles, and for variety of mountain, loch, and moorland scenery the route is unequalled in Scotland. The first part of the road winds along the base of Ben Odhar (2948 ft.) and Ben Doran (3523 ft.). The River Orchy is crossed by an ancient picturesque bridge, where the *Road* and *Railway* part company, the latter proceeding over the great moorland wastes of the *Moor of Rannoch* by *Loch Treig* to the *Spean Valley* and thence to *Fort William.*

Dalmally Road. From Bridge of Orchy on the left a road winds southwards along the left bank of the River Orchy to Dalmally. It is rough and stony in parts, but the scenery is of the most impressive description. The falls and rapids and fine stretches of water, which follow each other in picturesque succession, offer an endless source of delight to the motorist, who, now and again, does not object to a narrow and at times tortuous road, and quite free from danger of any kind.

From *Bridge of Orchy* the road strikes northwards through a great expanse of moorland and moraine, watered by one of Scotland's finest rivers, the Orchy. Proceeding by the shores of *Loch Tulla,* from which the Orchy flows, a clump of weather-beaten Scotch firs fringing the lochside remind one of the great impenetrable Caledonian Forest which extended all over Argyll in ancient times, its terrible depths peopled by wild bulls, bears, and boars, and where wilder Britons formed an impassable barrier to the invincible legions of Rome. Continuing by *Inveroran* and crossing Victoria Bridge at the western end of Loch Tulla, from which there is a fine view of the Loch and the towers of *Achallader Castle* amongst the trees beyond, the road proceeds over a wide stretch of bleak moorland waste and gradually begins a long, winding, and at times stiff ascent of a ridge of the *Black Mount,* rising to an altitude

of 1449 ft. Stob Ghabhar (3565 ft.) forms the highest point in the great range of mountains which rise on the left and slope westwards into wild Glen Etive. From the summit a vast expanse of dark forbidding bog and marshy moorland spreads out for miles in front and far to the right. At one time part of the wild Caledonian Forest, to-day the Moor of Rannoch is treeless and bleak, giving one a sense of desolation and dread. Loch Ba, Loch Laidon, and an accumulation of little lochs drain the Moor of its seeping bog. Occasionally the gloomy scene is relieved when the waters gleam in the sunlight of a summer day.

Kingshouse is a lonely house on the moor, near the entrance to Glen Etive, where the road winds to the left round the base of the mountain known as Buchaille Etive (3345 ft.)—"The Shepherd of the Hills"—guarding in stately grandeur the head of Glen Etive and the entrance to Glencoe. Kingshouse was so named after King George III., in whose reign the Glencoe Road was constructed by the soldiers in continuation of General Wade's work in the Highlands. From Kingshouse to

Altnafeadh ("The Stream of the Red Deer"), a small collection of houses on the mountain-side, the road is narrow and great care is necessary at the numerous sharp corners. At Altnafeadh a mountain track is all that is left of the old military road, known at this point as "*the Devil's Staircase*," which rose abruptly over the mountains on the right to Kinlochleven, and from thence through Mamore Forest to Fort William. From Altnafeadh the road gradually winds upwards into the *Pass of Glencoe.* Perhaps nowhere in Scotland is the majesty of the mountains more forcibly impressed upon one's mind than at the heart of the Glen. Here Nature is seen in her wildest moods, and on no occasion is it ever in the same mood. In the depths of winter or in springtime, in the height of summer or in the red days of autumn, Glencoe is never the same. As a rule its mountains are shrouded in mist, rains are falling somewhere in the valley, clouds drift across the skies, throwing their fleeting shadows over the mountain-sides, while winds moan in the corries and the sound of many waters are heard in the glen beneath. The scene indeed is really alpine in character and impressively sublime. It has been called the "Glen of Weeping," and its gloomy mountain fastnesses and huge precipices of naked stone, scarred by the headlong rush of torrents, find an appropriate expression in the name.

From the head of the Pass the road twists downwards in a series of "corkscrews" into the glen beneath. The road is well engineered and has no dangerous features, but great care should be exercised in the descent. Plans for the reconstruction of the road are now under consideration by the Ministry of Transport and the local Road Authority.

The road continues by the banks of the River Coe past

Clachaig Inn, an ancient hostelry in the early days of travel. Near at hand is the scene of the *Massacre of Glencoe,* whose

Photo. Valentine.

Pass of Glencoe.

tragic story is well known. Here, on the night of 13th February 1692, Campbell of Glenlyon, with 120 soldiers, who had lived on the friendliest terms with the Macdonalds for some time, fell upon the clan and slaughtered men, women, and children, intent, in fact, upon exterminating the entire community in the clachan. Some fled to the mountains, where they perished amidst the snows, only one or two escaping. It is said that the Massacre was really the culmination of a long-standing bitter Highland feud between the Campbells and the Macdonalds, and much controversy followed as to King William's actual knowledge of the circumstances. Beyond Clachaig the scenery undergoes a complete change, the road winding through fir-clad valleys towards the shores of *Loch Leven*. Crossing the River Coe, near which on the left stands a monument commemorating the Massacre, the road enters the little village of

Glencoe. On the left is the clachan of Carnach, a huddled collection of picturesque thatched cottages.

Kinlochleven Road. On the right a fine road passes through the property of Lady Strathcona, widow of the distinguished Canadian statesman and railway magnate. The road is finely built and continues to the works of the British Aluminium Co. at *Kinlochleven* at the head of Loch Leven. From there, a road proceeds along the north shore of the Loch to North Ballachulish, where it joins the Fort William Road. The reconstruction of the road from Kinlochleven to North Ballachulish is now proceeding.

From Glencoe the road winds by the shores of Loch Leven to the busy little township of

Ballachulish (pop. 714), long noted for its slate quarries. From the village the road proceeds along the shores of Loch Leven to the Ferry, where there is an excellent motor-boat service for the transport of motor vehicles and passengers.

Ballachulish Ferry. From this point, after crossing the Ferry, the road continues by Route XXVII. (page 203) to Fort William and Inverness.

ROUTE XXIV

PERTH to BRAEMAR

By Spittal of Glenshee—50 Miles

DISTANCES ALONG THE ROUTE

Perth to	Intermediate Miles	Progressive Miles
Old Scone	2¼	2¼
Guildtown	3½	5¾
Cargill	4¼	10
Blairgowrie	5½	15½
Bridge of Cally	6	21½
Persie Inn	2½	24
Spittal of Glenshee	10½	34½
The Devil's Elbow	6	40½
Summit	½	41
Braemar	9	50

PERTH. From the City Chambers in Tay Street the route proceeds northwards by the bridge across the Tay into the suburb of Bridgend, where it continues to the left by the tramlines. (The route to the right proceeds to Dundee.) A little farther on, at the fork roads, the route strikes off by the low road to the left, the road to the right proceeding to Coupar-Angus (Route XXV., page 192).

OLD SCONE. The ancient cross is all that is left of the historic hamlet of Scone. In the eighth century it was the Capital of Pictavia. There the *Stone of Destiny* was transferred from Dunstaffnage by Kenneth Macalpine. The Scottish Princes were crowned on the Stone of Destiny until it was removed to Westminster in 1296 by Edward I. of England to form part of the Coronation Chair. Associated with the Stone is the legend:

> "Unless the fates are faithless grown
> And prophet's voice be vain,
> Where'er this monument is found
> The Scottish Race shall reign."

Only fragments are left of the *Abbey* of Scone, which was destroyed in 1559 by a mob from Perth. The *Palace*, built in 1803, occupies the site of the ancient Palace. In the grounds are trees planted by Queen Mary and James VI. The building contains many priceless treasures of painting and sculpture. The hall of the Palace occupies the site of the old great hall where the coronation of the Scottish Kings took place.

The road now winds through the wide valley of the Tay, the rounded slopes of the Sidlaw Hills rising to the right.

Proceeding through Lethendy and Guildtown, the road passes the Station of

CARGILL. On the right bank of the Tay, opposite the point where the Isla flows into it, the ruins of Kinclaven Castle are seen amongst the trees. The Castle was built as a hunting lodge by Malcolm, King of Scots, in the eleventh century. It is also associated with the early life of Wallace. Crossing the River Isla, the road passes on the left a famous beech hedge planted in 1746. It is 85 ft. high, and three-quarters of a mile in length. Passing through the old village of Meikleour, the road winds amidst wooded pastoral scenery to

BLAIRGOWRIE (pop. 3072), on the Ericht, at the head of the great valley of Strathmore. The town is a fine summer resort and is the centre of a large fruit-growing district. It has also numerous thriving industries, including flax-spinning, linen, carpet, and jute mills, etc. From Blairgowrie a picturesque road strikes westwards by Loch of Drumellie, Clunie, Butterstone, and Lowes to Dunkeld (12 miles). On an island in Loch Clunie stand the ruins of an ancient Castle of the Earls of Airlie.

Kirriemuir Road. From Blairgowrie an excellent road strikes eastwards to Brechin (29 miles), passing through many interesting and picturesque scenes and villages, including *Alyth*, *Kirriemuir*, and *Tannadice*. To the north-east of Alyth, on the Isla River, stands Airlie Castle—"The bonnie house o' Airlie." It and Forfar Castle were ancient strongholds of the Ogilvy family. Balfour Castle, Inverquharity Castle, and many historic mansions are to be found in the neighbourhood, and to the antiquarian and student of Pictish and Roman times, mounds, earth-houses, weems, sculptured stone slabs and crosses offer a rich and interesting field for study and exploration. From the route northwards into the heart of the mountains—even to the distant fastnesses of Lochnagar and the wilds of Glen Muick—extend three beautiful valleys, Glen Isla, Glen Prosen, and Glen Clova. To the motorist in search of unfrequented and picturesque byways these glens offer an endless source of delight, the roads in each case penetrating the glens for a considerable distance.

Kirriemuir (pop. 3408), one of the most interesting towns on the route, commands a fine view of Strathmore backed by a long line of the Forfarshire Grampians. Its handloom weavers gave the town an early reputation in the manufacture of brown linen. Hence the name "Thrums," by which its most gifted son, Sir James M. Barrie, has designated his native place in his *The Little Minister* and other novels, works which have won for the author a lasting place in Scottish literature and Scottish hearts.

Leaving Blairgowrie and crossing the Ericht into Rattray, the road turns off to the left up Balmoral Road, and gently ascends to Craighall Bridge. On the right stands the mansion of Craighall, the modern seat of the ancient family of Rattray. The building crowns the summit of a rock, 250 ft. high, overlooking some fine river scenery. The Castle is said to resemble the Tully Veolan of Scott's *Waverley*.

From this point there is a fine straight run through the Ericht Valley to

BRIDGE OF CALLY. The Glenshee Road continues to the right, the road on the left proceeding to Pitlochry by Strathardle, Kirkmichael, and Glen Brerachan. Ascending the "Stone Brae," the road proceeds up the valley of the Black Water by a series of sharp ascents and descents to

PERSIE INN, well known in coaching days, but now in private occupation and no longer a hostelry. From this point the road gradually rises from the green fertile plain of the Black Water into the mountain valley of Glenshee ("Lonesome Glen").

About 3½ miles from Persie Inn, a road strikes off to the left, by Kirkmichael and Moulin, to Pitlochry (17 miles distant), where it joins Route XXII. (page 174).

Rounding the base of Meall Uaine (2600 ft.), beyond Finegand Farmhouse, the road passes

SPITTAL OF GLENSHEE. The "Spittal," a corruption of "hospital" or "hospice," appears in ancient records as a great gathering place during the days of cattle-droving. It stood on one of the main drove roads to the North, and its hostelry was the scene of much excitement and bustle. The road was built over the Cairnwell by the military authorities, following upon General Wade's plans. From the "Spittal" to Braemar the work of building the road was laborious and difficult. A century later, Thomas Telford designed a new road, which fell into disuse with the advent of the railway. With the coming of the motor vehicle it is now one of the most popular and most picturesque routes to the North, and many improvements on the road have been the result. Further changes are in contemplation, which will eliminate many of the awkward hair-pin bends near the head of the Pass, known as

THE DEVIL'S ELBOW. This is the stiffest part of the climb, the gradients varying from 1 in 8 to 1 in 12, but the road has been widened and greatly improved, presenting, despite its name, no "terrors" or difficulties as it did in the early days of motoring.

THE SUMMIT is reached at 2199 ft. above sea-level, the highest point of any highway in the United Kingdom. The motorist is now in Aberdeenshire, and the scenery is of the most impressive character. The dark mountain-lands of Lochnagar

are seen on the right, while on the leftward horizon the giant peaks of the Cairngorms, in whose dark crevices the snow lies deep all the year round, rise steeply from the upper reaches of the Dee Valley. The descent is long and easy, winding into the valley of the Clunie. The route passes Auchallater Farm, and proceeds by a level and undulating road into the beautiful village of

BRAEMAR (pop. 758), in the very heart of the Grampians. See Route XXIX. (page 216), Aberdeen to Braemar.

ROUTE XXV

PERTH to ABERDEEN

By Cairn o' Mount and Banchory—89 Miles

DISTANCES ALONG THE ROUTE

Perth to	Intermediate Miles	Progressive Miles
New Scone	2	2
Balbeggie	3	5
Coupar-Angus	7¾	12¾
Meigle	5	17¾
Glamis	6½	24¼
Forfar	5½	29¾
Brechin	12½	42¼
Edzell	6	48¼
Fettercairn	4½	52¾
Clatterin' Brig	4	56¾
Cairn o' Mount	2½	59¼
Bridge of Dye	3	62¼
Strachan	5	67¼
Bridge of Feugh	2¼	69½
Banchory	¾	70¼
Aberdeen	18¾	89

PERTH. The route leaves Perth by Tay Street, and crosses the river into Bridgend, where it continues to the left by the tramlines. (The route to the right proceeds to Dundee.) A little further on, at the cross roads, the route strikes off to the right, the road to the left proceeding to Blairgowrie and Braemar (Route XXIV., page 188).

NEW SCONE (pop. 1686), a flourishing little village, is known as New Scone to distinguish it from the hamlet of Old Scone on the Blairgowrie Road. The road winds across a green fertile plain, from which rise, to the right, the smooth slopes of the Sidlaw Hills.

BALBEGGIE. To the right is seen the historic Dunsinane Hill, on the summit of which are vestiges of a strong ancient fort which, according to tradition and Shakespeare, is the Castle of Macbeth. The route continues by easy undulations through the little hamlets of Burrelton and Woodside to

COUPAR-ANGUS (pop. 1976), a town of considerable antiquity. Traces of Roman occupation have been found close by, including what appears to have been a Roman Station. The remains of an Abbey founded by Malcolm IV. in 1164 can still be traced. Like many other Abbeys in Scotland during Reformation times, it suffered badly at the hands of

the people. The town is finely situated on the banks of the Isla, and is the centre of large agricultural interests.

From Coupar-Angus an excellent road strikes northwards to Blairgowrie (4½ miles) and another southwards across the Sidlaw Hills to Dundee (19 miles).

Passing through the town, the route continues through the valley of Strathmore by a wide, level road to

MEIGLE, an old village surrounded by pleasant pasture lands. In the ancient churchyard are some very old and curiously sculptured monuments, with a mound, said to mark the grave of Guinevere, the Queen of King Arthur, but probably commemorating the lives and pursuits of Celtic ecclesiastics of the eleventh century. Sir Henry Campbell-Bannerman, Prime Minister, who had his country seat at Belmont Castle, near the village, is buried in the churchyard. The Castle is said to mark the scene of the final struggle between Macduff and Macbeth.

From Meigle a road passes northwards to Alyth (3¾ miles) and southwards across the Sidlaw Hills by Newtyle to Dundee (13½ miles).

Continuing by a fine road through a rich farming country, the route proceeds along the peaceful valley of the quiet-flowing Dean to the picturesque village of

GLAMIS (pop. 1159), near which stands Glamis Castle, the historic home of the Earls of Strathmore. According to tradition, it was the residence of Macbeth, and the scene of the murder of Malcolm II. It is believed that Shakespeare paid a visit to the Castle on his way to Aberdeen to take part in a series of theatrical plays, and in this way obtained the "local colour" for *Macbeth*. Three old obelisks within the grounds of the Castle are supposed to be commemorative of the murder of Malcolm II. The murderers, according to local tradition, were drowned when crossing the ice on Forfar Loch. Within the massive Castle are several fine pictures, the sword and shirt of mail of Macbeth, and the "Lion of Glamis"—a gold cup in the form of a lion, said to have suggested to Scott the "Bear of Bradwardine." The famous haunted room is supposed to be revealed only to the heir to the title and one other person. The frowning majesty of the Castle, amid the dark woodlands, accords with the gloomy nature of most of the traditions of Glamis.

"Unshaken by the wintry blast,
Unmoved by storms, it shall for ages last;
It, while the race of man consumes away,
Shall vanquish time, unconscious of decay."

From Glamis a road passes northwards to Kirriemuir (5¼ miles) and southwards to Dundee (12 miles).

Passing through Douglastown, the route continues by an undulating road to the Royal Burgh of

FORFAR (pop. 9587), the county town of Angus. On an eminence north of the town stood a Palace of Malcolm Canmore. A mile to the east of Forfar are the remains of Restenneth Priory, situated on what was an island till the little loch was drained. The Priory belonged to the thirteenth century, and was a "cell" of Dryburgh Abbey. An earlier Church is said to have been founded by St. Boniface in the seventh century. Later monarchs—William the Lion, Alexander II., and Robert II.—are said to have held Parliaments within its walls. The town to-day manufactures jute and linen goods, and is a noted market-town in a large and prosperous agricultural district.

From Forfar an excellent road strikes southwards to Dundee (14 miles), and another eastwards by Friockheim to Arbroath (15¼ miles).

Proceeding by West Port and Castle Street, the road gently ascends past the Railway Station, and continues through the beautifully wooded valley of the South Esk to

BRECHIN (pop. 7446). The town is of great antiquity, having been "dedicated to the Lord" in the tenth century. It was a Royal Burgh in the reign of David I., who founded the Cathedral. At the south-west corner of the building there is a curious "Round Tower," similar to the Round Towers of Ireland, and one of the only two of the kind found in Scotland. Brechin Castle, the seat of the Ramsay family (Earls of Dalhousie), stands near the River South Esk, on the site of an ancient castle which figured in the troublous times of Edward I. The town was burned by the Danes in 1012, and again by the Marquis of Montrose in the 1645 campaign. In the Churchyard of Stracathro, near Brechin, John Baliol renounced the throne of Scotland in presence of Edward I. in 1296.

In the centre of the main street the route strikes off to the left, and 2¼ miles out, at the fork roads, proceeds to the left over Cruick Water.

Laurencekirk Road. The road to the right strikes off to *Laurencekirk* (8¾ miles) and *Stonehaven* (14¼ miles), where it joins Route XX. (page 168). The road passes through prosperous farmlands and fertile country. Laurencekirk, a straggling old village, was the birthplace of Dr. Beattie, the poet, and Ruddiman, the grammarian. It is said that a visitor wrote the following lines in the book of the local inn:—

"From sma' beginnings Rome of auld
Became a great Imperial City,
'Twas peopled also, we are tauld,
By spendthrifts, vagabonds, banditti;
Quoth Thomas, then, 'the day may come
When Laurencekirk will equal Rome.'"

Proceeding through Inchbare, where the road crosses West Water, the route continues by a fine level stretch of road to the clean-looking village of

EDZELL (pop. 745), in the valley of the North Esk. The village is a popular holiday resort, and its fine bracing air and picturesque situation, within easy reach of the northern Grampians, give it many unique advantages during the summer months. Even in winter the climate is mild. Near the entrance to Glenesk stood *Edzell Castle*, whose ruins form an impressive relic of a mediæval fortress and baronial residence. An ancient seat of the Lindsays, the ruins testify to the greatness of the family. The lofty "Stirling Tower," 60 ft. in height, is well preserved. The great baronial hall measured 36 ft. by 24 ft., and the Castle and grounds covered about 2 acres of ground. During its hospitable days it was no uncommon thing to roast an entire ox in "the kitchen of Angus."

Crossing a strikingly picturesque reach of the river at the *Gannochy Bridge*, the road strikes off to the right at the fork roads.

> **Loch Lee Road.** The road to the left winds through the beautiful valley of the Esk to *Loch Lee*. From thence there is a wild mountain track across *Mount Keen* to *Glen Tanner* and the valley of the *Dee*. The Glenesk Road comes to an end at Loch Lee, finely situated amongst the mountains. Near the Loch are the ancient ruins of *Invermark Castle*, associated with the "lichtsome Lindsays." The Castle is a good specimen of a mountain fortress, with its drawbridge and strong iron "yetts."

The road to Fettercairn now passes through the green Howe of the Mearns.

FETTERCAIRN (pop. 246) is a place of great antiquity and is mentioned in Barbour's *Bruce*, and also in the *Domesday Book*. The arch at the entrance to the village was erected in commemoration of a visit of Queen Victoria in 1861. The ancient cross is of great age, and archæologists find a rich field of sculptured stone slabs, cairns, and earth-houses in the neighbourhood. Here stood the ancient Tower of Finella, wife of the Mormaer of the Mearns, whose son died in battle against Kenneth III. In revenge, according to Hector Boece, Kenneth was induced to visit the Castle and was there put to death.

> From Fettercairn a picturesque road proceeds to Laurencekirk, and from thence northwards to Stonehaven (19 miles).

The route by Cairn o' Mount leaves Fettercairn by a narrow road at the north-west corner of the village square. A little to the right of the road after leaving Fettercairn stand the ruins of *Kincardine Castle*, built in the thirteenth century, though, according to Cosmo Innes, it doubtless occupied the site of

previous Royal palaces of wood and wattle where Pictish and Scottish Kings held State. The Castle was fully 130 ft. square and had walls of enormous thickness, which were surrounded by marshes across which no enemy could safely venture.

The road now enters a mountainous region, gradually rising from green fertile valleys to far-spreading moorlands, reaching the foot of Cairn o' Mount at

CLATTERIN' BRIG. Crossing the Bridge, the road abruptly begins the ascent with a gradient of 1 in 5 and winds upwards over a wide stretch of moorland high above the valley. The highest point is reached at the "Cairn"—1488 ft.—and before reaching the summit there is another sharp rise of 1 in 5. For variety of scenery and expanse of mountain landscape the long and interesting ascent of Cairn o' Mount, with its intriguing, at times deceptive, gradients, is unequalled in Scotland. It is a favourite hill-climb amongst sporting motorists, but even to the quiet-going ordinary tourist who has no use for thrills it is a popular and exhilarating "climb."

SUMMIT (1488 ft.). From the summit there is an expansive view of the surrounding country. Beyond the far-spreading stretch of rolling country to the east the silver waters of the North Sea glisten in the sunshine. On the left the wild, bleak moorland spreads towards the mountain-lands of Mount Battock (2535 ft.), Mount Keen (3077 ft.), and the dark blue outline of the Cairngorms. The descent is long and gradual, with no difficult gradients or bends. During the descent a striking hill comes into view on the left, known as "Clochnaben" (1900 ft.). This peak may be properly designated the last of the Grampian range on the east. It is so situated that it is seen far out at sea. An old rhyme says:

> "Clochnaben and Bennachie,
> Are twa landmarks o' the sea."

At Spitalburn the road enters the valley of the Dye. Here in ancient days stood a hostelry or hospitium much frequented by cattle drovers. The Cairn o' Mount Road was one of the great drove roads in the North of Scotland. Its records go back many centuries; in fact, according to some authorities, a Roman road passed through Kincardineshire, leading to the Royal Palace at Kincardine and continued northwards over Cairn o' Mount. The road, at any rate, is one of the oldest in Scotland, linking up the Lowlands with the Highlands, and from Cairn o' Mount proceeding by Whitestone near Feughside Inn to the valley of the Dee at Kincardine O'Neill, and from thence by the banks of the Dee through Glengairn, Cockbridge, Tomintoul, Grantown, Nairn, and Inverness. This famous drove road was in use in the days of the Stuarts, and in later times was reconstructed by the military authorities in the latter part of the eighteenth century.

From Spitalburn the road crosses a narrow picturesque bridge over Glen Dye and proceeds gradually into the valley

of the Feugh. At the cross roads near the foot of the descent the road strikes off to the right (left Feughside and Aboyne) over the Bridge of Bogendreep, and passing through magnificent pine woods, crosses the Feugh to the left at

STRACHAN. From that point the road winds alongside the sparkling waters of the Feugh Valley and crosses the Bridge of Dee into *Banchory*. Here the road enters the Aberdeen to Braemar Route (page 220).

ABERDEEN.

ROUTE XXVI

OBAN to CAMPBELTOWN

By Ardrishaig—88½ Miles

DISTANCES ALONG THE ROUTE

Oban to	Intermediate Miles	Progressive Miles
Kilninver	8¼	8¼
Killmelfort	7¼	15½
Kilmartin	14	29½
Kirkmichael	4¼	33¾
Ardrishaig	5½	39¼
Tarbert	11½	50¾
Clachan	11	61¾
Tayinloan	8	69¾
Killean Church	2¾	72½
Campbeltown	16	88½

OBAN (pop. 6344). The route leaves by Argyle Square and proceeds through Cumbrae Street, keeping to right at fork roads at the Parish Church. Gradually descending, the road passes, on the left, Loch Neil, a beautiful stretch of water, and rounds the head of Loch Feochan. Skirting the shores of the Loch, the route proceeds through

KILNINVER, where it crosses the Euchar River flowing out of Loch Scamadale, among the hills on the left. Near the coast stands the old Castle of Armaddy, formerly the seat of the Lords of Lorn, now in possession of the Earl of Breadalbane. The route from Kilninver gradually ascends over wide-spreading moorland, and enters the wild *Pass of Melfort*, through which the road winds. On the right, foam-crested waters on their way to Loch Melfort rush over great boulders of rock, while on the left densely wooded cliffs overhang the narrow road. Passing through the little hamlet of

KILMELFORT, the road skirts the shores of Loch Melfort, towards the rocky headland of Arduaine. On the right, as the route proceeds by the shores of Asknish Bay, the dark blue sea is gemmed with little islands. In the distance the dark " Paps of Jura " stand out high on the horizon. Between Jura and the " tortured shore of Scarba " stretches the Gulf of Corrievrechan, through which the sea rushes in wild foam and roaring whirlpools. The route proceeds by an easy, well-made road through the little clachan of Kintraw at the head of Loch Craignish, and gradually ascends towards a wide moorland. From the summit the route undulates towards Kilmartin.

At the fork roads, approaching Kilmartin, stand the ruins of Carnassarie, beautifully situated in a picturesque valley. The

Castle, once the residence of Bishop Carsewell, was burnt during the Argyll Insurrection in 1685.

Loch Awe Road. A mile and a half before reaching Kilmartin a road strikes off to the left along the shores of Loch Awe to Cladich (25¼ miles), where it joins Route XVI. (page 139). The road winds along the shores of the Loch by Ford, Portinsherrich, and Portsonachan, and is fairly level and well made. The surface between Ford, at the foot of the Loch, and Portinsherrich is somewhat stony, and the road at this portion of the route narrow. A fine view of the Loch is obtained throughout the entire journey.

KILMARTIN is a picturesque village, near which stand the ruins of an ancient Castle. A number of large sculptured stones have been discovered in the neighbourhood. Two miles beyond the village, at the fork roads, the route strikes off to the left by Ballameanach, and the little hamlet of

KIRKMICHAEL, near which, at Kirnan, lived the ancestors of Thomas Campbell, the poet. On revisiting the old manse of Glassary in the neighbourhood, the poet composed the well-known poem beginning:

> "At the silence of twilight's contemplative hour
> I have mused in a sorrowful mood
> On the wind-shaken reeds that embosom the bower
> Where the home of my forefathers stood."

At the picturesquely placed village of Cairnbaan the road enters the beautiful valley (home of the ancient Dalriadic Kings) through which the Crinan Canal passes from *Loch Gilp* to Crinan Loch. The Canal was begun in 1793, opened in 1801, and completed in 1817, under the direction of Thomas Telford, at a cost of £200,000. Nine miles long, it has fifteen locks (through nine of which the steamer passes), and is supplied with water from eight lochs 800 ft. above sea-level among the Knapdale Hills on the right. Near the head of Loch Gilp, at the fork roads, the route proceeds straight on to

ARDRISHAIG (pop. 1109).

The road to the left passes through the little sea-washed village of *Lochgilphead*, and continues along the shores of Loch Fyne, by Crarae, to Inveraray (24½ miles from Lochgilphead), where it joins Route XVI. (page 138).

Proceeding through Ardrishaig the road winds by the far-stretching shores of *Loch Fyne* to

TARBERT (pop. 1750), situated at the head of Loch Tarbert. Places of this name are numerous in Scotland (it means an isthmus, across which a boat could be dragged). West Loch Tarbert, a long, narrow inlet of the sea, approaches so near to Loch Tarbert as almost to convert the peninsula of Kintyre into

an island. The peninsula (40 miles long and 6½ in mean width) was at one time included among the Western Isles, through a stratagem of Magnus Barefoot, King of Norway, who made an agreement with Malcolm Canmore, King of Scots, to have all the land he could sail round with his galley. The wily Norwegian had himself dragged across the " isthmus " in his boat, and thus obtained possession of Kintyre. From the twelfth century Kintyre belonged to the Macdonalds until the time of James V., who conferred it on the Campbells. Sir Walter Scott has some fine descriptions of Kintyre in the *Lord of the Isles*. The village of Tarbert is a busy place during the " herring season," and the bay makes a noble picture when the fleet of fishing boats, under a brave spread of brown canvas, sails out at sunset through the " narrows " to the foam-crested waters of Kilbrannan Sound. Thanks to native enterprise, Tarbert has come to the front as a yacht and motor-boat building centre. An ancient castle, a residence of King Robert the Bruce in 1316, overlooks the harbour. (From West Loch Tarbert there is a regular steamer service to Port Ellen, Islay.)

From Tarbert the road strikes off along the shores of West Loch Tarbert to the little village of Whitehouse.

Carradale Road. Before reaching the cross roads near Whitehouse, a road strikes off to the left and proceeds along the eastern shores of the Kintyre coast to Campbeltown by Carradale and Saddell. The route affords many fine views of Kilbrannan Sound and the mist-swept peaks of Arran. Distance from Whitehouse to Campbeltown by this interesting route 33½ miles.

From Whitehouse there is a long undulating ascent, and from the summit there is a steep descent (1 in 9 half-way down, and also near the foot) towards

CLACHAN. From this little hamlet the road proceeds by long level stretches along the seashore past

TAYINLOAN. From this point the road continues by easy undulations for about 5 miles, and leaving the shore ascends a winding hill, about a mile in length, to

KILLEAN CHURCH. From the top there is a gradual descent to Glenbarr and the Barr Water. Proceeding through *Tayinloan*, *Beallochantuy*, and *Kilkenzie*, the road strikes inland to the busy town of

CAMPBELTOWN (pop. 6757), a Royal Burgh, at the head of Campbeltown Loch, sheltered by the small Island of *Davaar*, on which stands a lighthouse. An ancient seat of Scottish Monarchy, the town bore the name of Dalruadhain, and later Ceannloch-Kilkeiran. In 1700 it was changed to Campbeltown in honour of the Duke of Argyll. James IV. held a Court at Kilkeiran Castle, and many weird legends cluster about the caves and ruins along the coast. Dr. Norman Macleod, the

eminent divine, was born in the old manse of the Parish Church, and Burns' " Highland Mary " resided in the town in her youth. The old Cross in the main street is supposed to have been brought from Iona. At *Dunaverty Castle*, an ancient stronghold of the Lord of the Isles, Angus Or, chief of the Macdonalds, gave refuge to Robert the Bruce, and afterwards conveyed him to the Isle of Rathlin. Angus commanded 5000 Highlanders at Bannockburn, where they were assigned the honourable position of the right flank of the army. In 1647 General Leslie, urged by the Hebraic fervour of his Calvinist chaplains, put to the sword the garrison left in Dunaverty by young Colkitto, Montrose's ally.

From Campbeltown a road proceeds to the south end of the Mull of Kintyre by Stewarton and Killellan House to Southend (9½ miles). From the headland there is a fine view of the Irish Coast and the Atlantic Ocean.

ROUTE XXVII

OBAN to INVERNESS

By Fort William and Loch Ness—116¼ Miles

DISTANCES ALONG THE ROUTE

Oban to	Intermediate Miles	Progressive Miles
Connel Ferry	5	5
North Connel	¼	5¼
Creagan Bridge	14½	19¾
Appin	3¾	23½
Ballachulish Ferry	13¾	37¼
North Ballachulish	¼	37½
Fort William	12¼	49¾
Spean Bridge	9½	59¼
Laggan Bridge	13	72¼
Invergarry	2½	74¾
Fort Augustus	7½	82¼
Invermoriston	6¾	89
Drumnadrochit	12¾	101¾
Inverness	14½	116¼

OBAN (pop. 6344), one of the most popular touring centres in the Western Highlands, occupies a fine situation overlooking the beautiful Oban Bay and the Sounds of Lorne and Kerrara. Amongst English visitors Oban is probably the most popular watering-place on the West Coast. John Stuart Blackie, who wrote a book about Oban called *Altnavona*, is strongly suspected of having invented the term, "The Charing Cross of the Highlands."

The direct route to Inverness by Fort William leaves Argyll Square and George Street, and gradually ascending from the town continues past Oban Cemetery and Dunstaffnage Castle, on the left, to

CONNEL FERRY. For particulars regarding the Ferry, see list of Ferries at end of book. (The road straight on proceeds by Taynuilt and Loch Awe to Dalmally (Route XVI., page 139).)

Crossing *Connel Bridge*, which combines road and railway transport, the route from *North Connel* winds along the shores of Ardmucknish Bay. Continuing through Ledaig and Benderloch, regions described in Stevenson's *Kidnapped*, the road passes the site of the capital of "Old Caledonia"—Beregonium, said to be the "Selma" of Ossian. (At Selma branch roads, a road strikes off to the left to Shian Ferry.) From Selma the road gradually winds to the shores of Loch Creran. Here the railway bridge crosses a narrow neck of the Loch, but

the motorist must proceed by road round the Loch, returning to the point directly opposite, within what seems to be a few feet. The motorist looks longingly at the railway bridge, but here there are no facilities such as are offered at Connel, and the entire distance round the Loch (about 7 miles) must be traversed.

From the north shore of Loch Creran the road proceeds to the romantic hamlet of

APPIN (pop. 564), the ancient seat of the powerful Highland clan, the Stewarts of Appin, whose departed glory James Hogg, the Ettrick Shepherd, celebrated:

"I sing of a land that was famous of yore,
The land of green Appin, the ward of the flood,
Where every gray cairn that broods o'er the shore
Marks grave of the royal, the valiant, or good;
The land where the strains of gray Ossian were framed,—
The land of fair Selma and reign of Fingal,—
And late of a race, that with tears must be named,
The noble Clan Stuart, the bravest of all.
Oh-hon, an Righ! and the Stuarts of Appin!
The gallant, devoted, old Stuarts of Appin!
Their glory is o'er,
For the clan is no more,
And the Sassenach sings on the hills of green Appin."

From Appin the road proceeds along the rocky shores of Loch Linnhe through Portnacroish, Duror, and Kentallen to

BALLACHULISH (pop. 714), situated amidst picturesque surroundings at the mouth of Loch Leven, which winds far into the dark mountain-lands of Lochaber and Glencoe. The district is familiar to readers of R. L. Stevenson's *Kidnapped* as the scene of the assassination of Colin Roy Campbell of Glenure, known as the *Appin Murder*. The mystery surrounding the murder has never been solved. Alan Breck, one of Stevenson's characters, was blamed, but he escaped to France, and James Stewart of the Glen, who had been heard to utter threats against Campbell, was arrested and hanged at Ballachulish.

The road from Dalmally by Glencoe (page 185) joins the route at Ballachulish.

FERRY. For particulars regarding the Ferry, see list at end of book.

NORTH BALLACHULISH. From this point the road proceeds through Onich, where the late Rev. Dr. Stewart, who wrote under the *nom de plume* of "Nether Lochaber," resided for many years. Near Onich Point, on the shores of Loch Linnhe, is Cuilchena House, at one time the residence of the famous divine, Dr. Norman Macleod. Proceeding along the finely varied shores of Loch Linnhe, the route enters

FORT WILLIAM (pop. 1913), near the head of the Loch. Successively called Gordonsburgh, Duncansburgh, and Maryburgh, it owes its origin to a fort built by General Monk in the time of Oliver Cromwell, which was rebuilt by William III., after whom it is named. The fort was in active use in the Jacobite Rebellions of 1715 and 1745, but it was dismantled and sold in 1864. The town lies at the entrance to Glen Nevis, whose northern side is formed by the broad bare slopes of *Ben Nevis* (4406 ft.), the king of Scottish mountains.

Mallaig Road. From Fort William a road strikes westwards across the River Lochy, along the shores of Loch Eil, by Kinlocheil and Kinlochailort to Arisaig (38¼ miles) and Mallaig (11¼ miles), on the Sound of Sleat, between the Island of Skye and the mainland. The route winds through some of the most mountainous scenery in Scotland. At the head of Loch Shiel (17½ miles from Fort William) the route passes *Prince Charlie's Monument*, erected on the spot where the Prince's Standard was unfurled by Tullibardine on 19th August 1745. The road surface is in poor condition and there are numerous hair-pin bends and sharp ascents and descents on the route, especially in the neighbourhood of Kinlochailort, Polnish, and the shores of Loch Nan Uamh, the "Loch of the Winds." Here Prince Charlie landed on 25th July 1745, and was sheltered in the neighbouring farmhouse of Borrodale. After a vain attempt to gain the Scottish Throne, culminating in his overthrow at Culloden, he escaped from here to Skye and ultimately to France in 1746.

Crossing the Bridge of Nevis, the road from Fort William to Inverness passes the imposing ruins of *Inverlochy Castle*, a stronghold of the Comyns in the days of Edward I., and the scene, in 1645, of the rout of Argyll and his men by the forces of Montrose. The battle is finely described by Sir Walter Scott in the *Legend of Montrose*, and by Neil Munro in *John Splendid*.

Proceeding by an easy, level road, the route passes through the hamlet of

SPEAN BRIDGE, in the romantic valley of the Spean. Crossing the Bridge over the river, the route continues at the fork roads to the left.

Loch Laggan Road. The road to the right proceeds along the finely wooded Spean Valley, through which the river winds amidst moss-grown rocks and massive boulders. Crossing Roy Bridge (3¼ miles), the road continues by wide stretches of moorland, alternating with a rich variety of woodland and river landscape. On either side the wild mountain-lands of "Far Lochaber" rise in their majesty and grandeur—*Loch Laggan* itself is a beautiful sheet of water, a gem in the valley, gathering innumerable sparkling streams from the distant fastnesses

Photo *J. Inglis Ker.*

Glen Nevis.

of the glens and corries. On the opposite shores of the Loch stands the beautiful Highland residence of the Ramsden family, Ardverikie House. From Loch Laggan Hotel (19 miles) the road for Strathspey goes on past *Laggan* (7 miles) and *Cluny Castle*, the home of the chiefs of the Clan Macpherson, and continues down the valley of the Spey to *Newtonmore* (8 miles), where it joins Route XXII. (page 177).

From *Spean Bridge* the route gradually ascends over a wide moorland, and as the summit is reached a scene of wild beauty opens out. To the left stretch the hill-lands of Lochiel, beyond which lie the mountains of Knoidart and the misty Isle of Skye —that dark romantic shore whose shelter Prince Charlie sought after the tragedy of Culloden. Southward, beyond the valley of the Spean, rise the massive slopes of Ben Nevis, from whose northern crest the snows of winter rarely disappear. Here, at last, the motorist is in the very heart of the Highlands—in a land of mountain and glen, of rushing torrent and heather-clad moorland, a land whose very place-names have the romantic spell of ancient music.

Lying like a white ribbon across the moorland, the road winds into the valley of Loch Lochy, and continues along the shores of the Loch past Laggan Locks to

LAGGAN BRIDGE. A short distance beyond this the road reaches the shores of *Loch Oich* and passes along the north-west side of the Loch. The linking up of these lochs, known as the *Caledonian Canal*, was a formidable engineering task, and before it was finished the cost had run up to a million and a quarter—a prodigious sum a century ago. The waterway is 60 miles in total length, and is navigable for vessels up to 1000 tons burden. The greatest difficulty in making the Canal was at the south end of Loch Lochy, which is about 80 ft. above the sea-level at Corpach, near Fort William. It was there overcome by the construction of a series of eight locks, known as "Neptune's Staircase." The work was designed and carried out by the great engineer, *Thomas Telford*, but the many difficulties which arose during its progress at times dismayed him. Like many engineers before him, his faith in the ultimate success of the Canal as a profitable undertaking was never "robust," and he often spoke of his association with the scheme with feelings of disappointment.

Fortunately the natural beauties of the glen have not been affected, and it would be difficult to find a more fascinating route in the Kingdom than the road through the "Great Glen." The woods through which the road winds resound in the summer-time with the singing of birds and the music of many waters, and the ever-changing scenes of mountain-land and heather-clad moorland are a never-ending source of charm and pleasure to all lovers of nature.

Continuing by the shores of Loch Oich, the route passes, near Invergarry, a curious old monument, known as "Tober-

nan-Ceann " (" The Well of the Seven Heads "), marking the spot where the heads of the seven murderers of the young Macdonells of Keppoch were washed in the well before being presented by the avengers of the crime to the Glengarry chief—a weird conjunction of daintiness and savagery.

INVERGARRY, near which stand the ruins of Invergarry Castle, the ancient home of the chiefs of the Macdonells of Glengarry. Prince Charlie slept here in August 1745, and again on the night after his defeat at Culloden. The Castle was destroyed by his pursuer, the Duke of Cumberland, three days afterwards, and the Macdonells were driven from their home into the neighbouring hills. In *Pickle the Spy*, Andrew Lang revealed the entrancing story (darkly hinted at by Scott) of the " Young Glengarry " of Prince Charlie's day. The Castle stands on a rocky headland known as Creagnan-nam-Fitheag, which gave the clan their dreaded war-cry.

Island of Skye Road. This road by Tomdown, Clunie, and Kyle of Lochalsh is described in Route XXXIII., page 241.

From *Invergarry* the road continues to the northern end of Loch Oich, where it crosses the Bridge of Oich, passing Aberchalder, where Prince Charlie mustered his Highlanders before marching southwards. The road now gently undulates along the valley of the River Oich, and crosses the river again at

FORT AUGUSTUS (pop. 665). The Fort was built by General Wade and occupied by his troops while constructing the road through the Great Glen from Inverness to Fort William. The work was begun in 1725, and the part between Fort William and Kilhuimen (the original name of Fort Augustus) was completed by the end of 1726. By 1727 he had completed the road to Inverness, making it " practicable for the march of troops and cannon and wheel vehicles." A house is still pointed out in the village as the " King's House," which General Wade and his officers occupied. The Fort continued to be occupied until the '45 Rebellion, and it became the headquarters of the Duke of Cumberland's troops after Culloden in 1746. In 1867 it was sold to Lord Lovat, whose son bestowed it on Benedictine monks in 1876, and it is now the seat of a large establishment of that Order. The village is finely situated at the southern end of Loch Ness, and the neighbourhood is rich in historical associations and relics of antiquity.

The Foyers Road. From Fort Augustus a road strikes over Glendoe Hill, through Foyers, along the south-east side of Loch Ness to Inverness (29½ miles). This is General Wade's original road to Inverness, but since its construction many changes have been effected, especially in recent years. The ascent to Glendoe, from which there is a magnificent view of loch and mountain scenery, is 980 yards in length, with an average gradient of 1 in 7. Beyond Glendoe the road continues by the shores of Loch Tarff to Whitebridge. Here many excellent im-

provements have been carried out, the stiff, tortuous "hair-pin" bends having been entirely eliminated and the road considerably widened. At *Foyers* the scenery is of an impressive character; the Falls are amongst the finest in Great Britain. The waters, which in rainy weather are of considerable volume, plunge sheer into a chasm about a hundred feet in depth, from whose densely wooded edge the hills rise steeply on both sides. The British Aluminium Company have large aluminium works at the Falls. At Gorthleck House, near Loch Mhor, about 2 miles above the Pass of Inverfarigaig, Lord Lovat received Prince Charlie after the Battle of Culloden. From Foyers an excellent road proceeds to Inverness by Loch Duntelchaig and Loch Ashie. Another interesting run to Inverness may be made from Errogie on Loch Mhor side by Aberarder and Tighanallan and Farr into Strathnairn, following the banks of the River Nairn and crossing that river north of Craggie on the Perth to Inverness Road (Route XXII., page 179).

From *Fort Augustus* the road now winds along the shores of *Loch Ness*, which in many ways recall the beauties of Loch Lomondside.

Loch Ness is the largest body of fresh water in the British Isles, being 24 miles in length. It has been utilised as a waterway from the earliest times. In the dim mists of early Christianity we read of St. Columba sailing up the Loch "against the wind" to convert the pagan region of the Picts and bring King Brude within the encircling light of Iona's gospel. From that distant day, until the days of Cromwell's famous frigate and General Wade's "Highland Galley," the Great Glen witnessed a constant movement of boats and craft of every variety—from the coracle to the sailing ship—and its story is intimately bound up with many interesting periods of Highland history and tradition, culminating in the '45 Rebellion.

INVERMORISTON. This is one of the most picturesque spots on the lochside. Besides the ruins of an old feudal keep and a rocky stone, one of the most interesting "sights" is the famous salmon "ladder" immediately below the bridge. Here in the rocky bed of the river, fringed with luxuriant foliage, are a series of fine waterfalls. Two of the cascades have been converted into "a salmon leap," and from the summer-house on the bridge one becomes fascinated watching the fish ascending the "ladder" on their way upstream.

Isle of Skye Road. This road, by Clunie to Kyle of Lochalsh, is described in Route XXXIII., p. 242.

From *Invermoriston* the route continues along the shores of Loch Ness. The road is narrow, and the innumerable sharp corners call for careful driving. On the left the birch-clad slopes of Mealfourvonie (2284 ft.) rise steeply above the road.

Urquhart Castle. On a rocky headland jutting into the loch before turning left by Urquhart Bay to Drumnadrochit, at the

entrance to Glen Urquhart, the magnificent ruins of Castle Urquhart stand out in fine outline against the blue waters of the loch. The Castle was originally built to hold in check the unsubdued country north of the Caledonian Canal. It formed a Royal Castle in the days of William the Lion, and was in the possession of the Durwards and Cumins in the thirteenth century. In 1297 and again in 1304 it was besieged and taken by Edward the First. In the last siege it is by some supposed that the works erected by the English people from previous occupation enabled the defenders to make a protracted resistance. In Bruce's time the Castle again became a royal residence. It continued to pass through various changes in the turbulent history of the Highlands, and in 1509 was acquired by the Grants who had rendered good service to the Crown against the Lord of the Isles. In 1545 the Castle was attacked by the Macdonalds and the Camerons, when they carried off twenty pieces of artillery and a powder vessel. The immense structure seems to have been abandoned about the beginning of the last century. The existing ruins retain traces of the several periods of its eventful history as a fortress. It is now under the care of the Ancient Monuments Commission, and much useful work has been carried out in order to preserve what is left of this historic Castle, so intimately associated with the history of the Scottish Highlands. The whole place is beautifully kept, and the remains, which consist of a high surrounding wall, an immense square keep of three storeys in height with square hanging turrets, and many other interesting architectural features, provide historian and antiquarian with an almost inexhaustible source of interest and exploration.

A little to the west of Urquhart Castle, near the hamlet of Lewestón and before reaching Drumnadrochit, the road crosses Glen Coiltie. In the Glen to the left, where the Divach Burn joins the Coiltie River, the beautiful Falls of Divach form a picturesque scene of great beauty amidst the wooded heights of the Glen. The spot is easily reached by a path from the road, and a rich reward awaits the visitor who finds time to explore the beauties of the Glen.

DRUMNADROCHIT is a picturesque hamlet at the mouth of Glen Urquhart and an ideal summer resort.

> From the village an interesting road strikes westwards into Glen Urquhart to Invercannich and Glen Affric. (See Route XXXV., page 269.)

From Drumnadrochit the route proceeds by a winding road along the sylvan banks of Loch Ness. Near the foot of Loch Ness the road skirts the policies of *Dochfour House*, the seat of the Baillie family. Proceeding through the green pastoral valley of the River Ness, flowing out of the Loch, the road passes Dochgarroch Loch, and proceeds by Glen Urquhart Road and Tomnahurich Street, across the Suspension Bridge, into Bridge Street and High Street,

INVERNESS.

ROUTE XXVIII

BRAEMAR to INVERNESS

By Grantown and Nairn—84 Miles

DISTANCES ALONG THE ROUTE

Braemar to	Intermediate Miles	Progressive Miles
Bridge of Dee	2½	2½
Inver	3½	6
Balmoral	2	8
Gairnshiel Lodge	5	13
Don Valley at Colnabaichan	6	19
Cockbridge	3	22
Summit	4	26
Tomintoul	5½	31½
Bridge of Avon	1¾	33¼
Bridge of Brown	2¼	35½
Grantown-on-Spey	9½	45
Nairn	23¼	68¼
Inverness	15¾	84

Note.—Owing to the nature of the roads, it is desirable to make inquiries before using this route.

BRAEMAR (pop. 758), properly "Castleton of Braemar," is 1100 ft. above sea-level, and lies in the very heart of the Highlands. Surrounded by a great amphitheatre of hills and finely sheltered, it attracts a large and increasing number of visitors every summer. When the time of the great Highland gathering comes round, and the Royal Family is in residence at Balmoral, the village is the centre of ceaseless activity and excitement. At the beginning of the century it was little more than a Highland clachan. Now it has spacious hotels, with electric light and many luxurious conveniences. For mountaineering, fishing, or touring, its situation is ideal.

The road westwards only proceeds as far as the *Linn of Dee*, where there is a picturesque waterfall. From the Bridge a rough road continues westward to *Bynack Lodge*, which is really a gamekeeper's house. From the cottage there are numerous tracks through some of the finest mountain scenery in the Kingdom, one passing to the south-west by *Glen Tilt* to *Blair-Atholl*, another westwards through *Glen Feshie* to *Kingussie*, and a third northwards across the Cairngorms by the *Larig Ghru* to *Aviemore* and the valley of the Spey. Southwards from Braemar a beautiful road strikes through Glen Clunie to the *Spittal of Glenshee* and *Blairgowrie* by the Devil's Elbow. Eastwards along the banks of the Dee the road by Ballater and Banchory to Aberdeen is unsurpassed for mountain and river scenery of exquisite beauty and variety.

In the vicinity of Braemar there are many places of great historic interest from the days of Malcolm Canmore and Robert the Bruce until the '15 and '45 Rebellions. Near the bridge over the River Clunie, where that river joins the River Dee, stand the ruins of the ancient Castle of *Kindrochit*, said to have been a hunting seat of Malcolm Canmore. On the site of the Invercauld Arms Hotel, the Earl of Mar raised the "Standard" in the 1715 Jacobite Rebellion, having marched from Glenlivet, where he had proclaimed the Chevalier under the title of James VIII.

"The Standard on the braes o' Mar
Is up and streaming rarely,
The gathering pipes on Lochnagar
Are sounding loud and clearly.
The Highland men, frae hill and glen,
Wi' belted plaids and glittering blades,
Wi' bonnets blue and hearts sae true,
Are comin' late and early."

Braemar Castle stands on a conspicuous hillock half-way between Craig Choinnich and the Dee. The Castle was built in 1568 just after the Erskines obtained the Earldom of Mar. Many other magnificent castles and mansions are in the immediate neighbourhood, including Mar Lodge (Duke of Fife) and Invercauld, the historic home of the Farquharsons. Sir Walter Scott, James Hogg, Lord Byron, R. L. Stevenson, and many other distinguished writers and poets visited the district and have sung its praises in prose and verse.

The route from Braemar to Inverness by Grantown-on-Spey proceeds along the south bank of the Dee, passing *Braemar Castle* on the left, and a short distance farther on the beautiful Highland residence of *Invercauld Castle*. To the right stretches the vast Deer Forest of *Ballochbuie*, from which rise the mountain-lands of Dark Lochnagar (3786 ft.).

BRIDGE OF DEE. Crossing the Dee at this point, the picturesque Invercauld Bridge is seen on the right. It is a typical military structure, built about the middle of the eighteenth century. It belongs to the period *after* General Wade, being part of the military road system carried out after the '45 Rebellion by General Clayton, who succeeded Wade and whose chief surveyor of roads for Scotland was Major Caulfield.

INVER had a noted hostelry in ancient days of travel. The surroundings are of the most picturesque description, the Dee flowing peacefully amidst a great wealth of birch and fir trees. Inver was the appointed mustering place for some of the Highland clans in the Earl of Mar's proclamations in the early stages of the '15 Rebellion.

BALMORAL, the Highland home of King George and Queen Mary, is beautifully situated on the banks of the Dee, with the

Photo : Valentine.

Balmoral Castle, Dee Valley.

fine background of fir-clad Craig Gowan (1437 ft.), beyond which rise the mist-swept heights of Lochnagar. The late Queen Victoria purchased the estate in 1848, and Prince Consort took a great personal interest in the design of the Castle, which was begun in 1853. Since then it has been the Highland residence of the Royal Family. The Castle was built very largely on the design of Castle Fraser. The royal estate includes Abergeldie Castle, Ballochbuie Deer Forest, and Birkhall in Glen Muick. There is a fine road across the hills to the head of Loch Muick, which is open to motor-cars as far as the lodge gates at Altnaguibhsaich, at one time known as the "Hut," and often referred to in Queen Victoria's *Diary*. From there, mountaineers generally commence the ascent of Lochnagar. Loch Muick is a dark stretch of water in the sombre shadows of the "Coyles of Muick," and an ancient track passes through the Glen by the shores of the Loch and traverses the mountains by "Capel Mounth" to the head of Glen Clova.

On the various wooded heights and in the policies of the Castle are numerous cairns and memorial stones, erected to the memory of various members of the Royal Family.

Crathie Church, where the Royal Family worship while in residence, stands on the north side of the road opposite the Castle. The Church was built in 1893, replacing an ancient Church whose ivy-clad ruins stand in the churchyard across the field near the river.

Balmoral Castle is 49½ miles from Aberdeen.

From *Balmoral* the route strikes northwards across the Northern Grampians to the shores of the Moray Firth. It is not a road that would have been recommended fifteen years ago, but while there are still many hills to climb and descend, and not a few stiff hair-pin corners to negotiate, the road in that time has been improved, and there is nothing which the motorist need fear, if his car is pulling well and his brakes are in good order. Every year witnesses an increase in the number of cars on this mountain highway, and the route now described is chosen partly because it is the direct road from Blairgowrie and Braemar to the north, and because it embraces a variety of moorland, mountain, and river scenery which it would be difficult to surpass either in extent or grandeur in any other part of the kingdom.

The road rises abruptly from the Dee Valley Road immediately opposite Balmoral, turning to the right at the Cottage of Bridgend during the ascent. (The road on the left proceeds by a narrow winding by-way across a vast expanse of moorland to the desolate shores of *Loch Builg*, where it ends. From Loch Builg an ancient drove road, now a mere track, proceeds northwards by Inchrory in Glen Avon to Tomintoul.) The highest point in the road beyond the Cottage is 1568 ft., from which, looking backwards, there is one of the most entrancing views in Scotland, embracing many miles of the Dee Valley, the dark forests of Balmoral, and the great range of the

Lochnagar Mountains. From the summit the road gradually winds downwards to the valley of the Gairn.

GAIRNSHIEL LODGE. At the shooting lodge the road is joined on the right by a road from Bridge of Gairn on the Dee Valley Road (5 miles). Turning sharply to the left across the Gairn by an ancient "military" bridge, there is a stiff sharp rise of 1 in 6 followed by a long steady pull-up to a vast moorland plateau above, where another panorama of mountains and glens meets the eye. The highest point on this part of the road is 1805 ft. The hills on either side are over 2500 ft. in height, but there are many fine glimpses of the distant peaks of the Cairngorms, whose snows glisten in the sunlight. The highest peak eastwards is Byron's romantic "Morven."

The road now gradually descends to the valley of the *Don*, at a little cluster of houses called

COLNABAICHAN. (At this point, on the right, a road strikes eastwards along the Don Valley by Strathdon and Castle Newe, and from thence either northwards by Mossat Toll to Rhynie and Huntly (32 miles) or eastwards by Tarland to Aboyne on the Dee Valley Road (23¼ miles).)

Turning sharply to the left on reaching the Don Valley, the road to Cockbridge passes the ancient tower of *Corgarff Castle*. The present building was reconstructed by one of the Earls of Mar in the seventeenth century out of the ruins of a more ancient fortalice which was burned by Sir Adam Gordon in 1511. Subsequent to that event a terrible tragedy was enacted, when Lord Forbes and his men set upon and killed the entire company of the Huntly Gordons while they sat at supper! The present building is associated with the wars of Montrose and the '15 and '45 Rebellions. The *Castle* was the last of the northern castles to be relinquished by the Government troops after the '45, and later it was used by the soldiers employed in constructing the military road from the Don Valley to Grantown-on-Spey. The upper part of the tower and the loop-holed wall surrounding it date from the military occupation.

COCKBRIDGE. Crossing the Don, and after passing on the left the Inn known as "Allargue," an ancient hostelry in the early days of travel and cattle-droving, the road rises immediately from the rear of the house. The gradient is 1 in 5 and is admittedly a "stiff" bit of road, demanding careful driving and precision in gear changing. As the road ascends, the gradient is less acute, but the "pull-up" continues to be severe for some distance, gradually mounting to a wide expanse of moorland at the summit (2090 ft.). This is known as the famous *Cockbridge* Road, locally as the "Lecht Road," a typical "military" mountain highway, and in early motoring days the scene of much excitement and adventure and "battles long ago." These days of romance are over, and Cockbridge, like many other "dangerous" hills throughout the country,

has long since lost its terrors. Recognising, however, that some modification of the present gradients must be effected if the road is to come into popular use amongst all classes of tourists the road authorities, along with the Ministry of Transport, are at present discussing plans for the improvement of certain portions of the road and the reconstruction of various bridges. Once these much-needed improvements have been effected, the Cockbridge Road will quickly take its place amongst the great highways of the north, and will become a popular route to Inverness, either from Perth and Blairgowrie in the south or from Aberdeen in the east.

SUMMIT. From the summit of the *Lecht Road* the road passes steeply into the valley of the Conglass Water, which flows northwards into the River Avon, a picturesque tributary of the Spey. Near the point where the road enters the Conglass Valley stands the "Well of the Lecht" (at the side of the road on the left). A stone above the well bears the inscription: "A.D. 1754. Five Companies of the 33rd Regiment, Rt. Hon. Lord Charles Hay, Col., made the Road from here to the *Spey*."

Winding along the banks of the Conglass, the road turns sharply to the left into the mountain village of

TOMINTOUL (pop. 446). The village is finely situated above the valley of the River Avon, and is the highest in the Highlands (1160 ft.). (The highest village in Scotland is Leadhills in the uplands of Lanarkshire, 1405 ft.) Tomintoul is a delightful summer resort, the mountain airs and moorland breezes attracting the town-dwellers in large numbers during the summer months. Its winter is long and severe, and snows lie heavily in the valleys, not infrequently isolating it from the outside world. Even in summer one may see extensive patches of white among the hills, and autumn is not gone when the new winter's snow has fallen. The eagle is not yet extinct in the wild fastnesses of Glen Avon and the distant corries of Ben Avon and Ben a' Bhúird. The "beat" of the single policeman at Tomintoul includes the vast range of the Cairngorms!

Proceeding through the wide wind-swept street, the road for a short distance winds along the banks of the *River Avon*, and at the fork roads turns sharply to the left. (The road on the right proceeds along the valley of the Avon to Craigellachie, Rothes, and Elgin, 36¼ miles.)

BRIDGE OF AVON. Crossing the Bridge, the road rises abruptly from the valley with a stiff gradient of 1 in 6, gradually winding upwards by a stiff climb to the moorlands above. Again it descends as abruptly to the valley of Glen Brown, the latter part of the descent requiring great care as the road approaches

BRIDGE OF BROWN. Turning by the left over the Bridge, the road again takes a sharp rise for a short distance, and

turning gradually to the right, proceeds by a long winding ascent across a moorland ridge of the Cromdale Hills, which appear in rounded slopes away to the right. During the remainder of the journey to Grantown, the view on the left is one that is never effaced from one's memory. It is to many the finest and most expansive view in the whole of Scotland! Looking from a high elevation as the road crosses the moor, the great forests of Rothiemurchus and Glen More stretch southwards into the valley, which extends for miles in a riot of colour. To the west the waters of the winding Spey glisten amidst patches of green in streaks of burnished silver and gold. Above the deep purple haze that rests like a veil of gossamer on the dark pine-woods in the far distance, rise the giant peaks of Ben Macdhui, Cairn Gorm, and Braeriach, where snow still lingers in the depths of the corries. It is indeed a land of enchantment, where the elfin queen weaves her spell beneath a cloudless sky, and the lark wings his upward flight in a carol of joysome thrills. All nature seems at rest in the great amphitheatre of the everlasting hills. The sombre depths of Glencoe give one a feeling of awe and fear; the scene from the moorland road above Grantown a sense of loveliness and peace.

Gradually descending into the valley of the Spey, the road crosses the river by Spey Bridge and enters

GRANTOWN-ON-SPEY (pop. 1622), the capital of Strathspey, and finely situated on the north bank of the river amidst varied and picturesque scenery. It has a bracing climate and stands 700 ft. above sea-level. The town itself, with its fine wide street, has a handsome and prosperous appearance, and its houses and hotels are in great demand in the summer months. Since Queen Victoria's visit in 1860 it has steadily gained in popularity as a holiday resort, especially amongst anglers and hill-climbers. In the neighbourhood are many places of interest, including Castle Grant, the family seat of the Earls of Seafield, Lord Huntly's cave, Inverallan Churchyard with St. Figat's stone, and farther afield Muckerach Castle near Dulnain Bridge and Castle Roy near Nethybridge.

> From Grantown a road strikes westwards to Carrbridge (10 miles), where it joins the Great North Road to Inverness, Route XXII. (page 178). By this route, the distance to Inverness is 36¼ miles. Another picturesque route winds northwards through the valley of the Spey to Craigellachie and Elgin (36¼ miles).

The route to *Inverness* by *Nairn* passes northwards to the head of the main street, where the road continues to the left, with the grounds of Castle Grant on the right. By a finely built road the route traverses the great moor of Dava, in the heart of which, on the left, lies the dark waters of lonely Loch-in-dorb. On an island stand the ruins of a castle which has witnessed many stirring events. For many years it was the mountain stronghold of the fierce "Wolf of Badenoch," son of Robert II., a man of vindictive and ungovernable fury,

who carried fire and sword into the surrounding towns and villages, and who in his profane passion did not hesitate to desecrate and disfigure the beautiful Cathedral of Elgin. His story is largely the subject of Sir Thomas Dick Lauder's "*Wolf of Badenoch.*"

At the fork roads beyond Dava the road proceeds to the left (right, Forres, 14 miles). From this point the route continues by fine moorland and pastoral scenery to the beautifully wooded valley of the Findhorn. Crossing the river by a picturesque Bridge, the road passes on the left the little "lochan" Belivat, and continues through pleasant pastoral and woodland scenery by Reaburn and Littlemill past the ruins of Rait Castle and, farther on, St. Mary's Church, to the shores of the Moray Firth.

NAIRN (pop. 4474). At this point the road joins Route XXX. (page 230) from Aberdeen to

INVERNESS.

ROUTE XXIX

ABERDEEN to BRAEMAR

By Banchory and Ballater—58¾ Miles

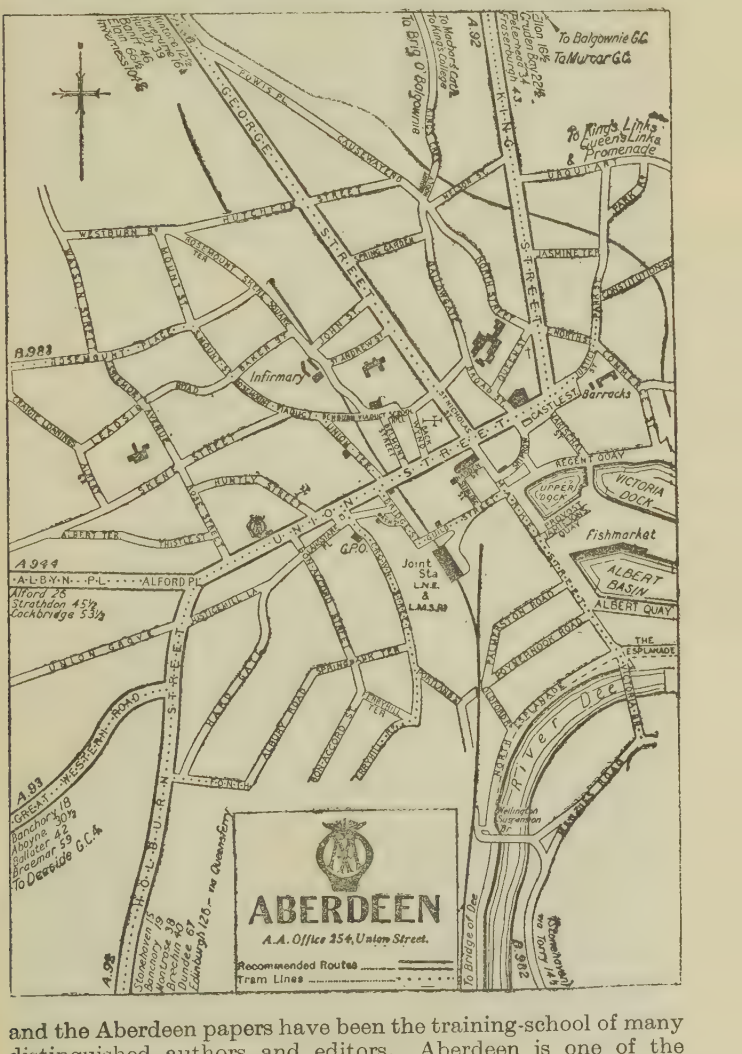
DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Aberdeen		
Bridge of Dee	2	2
Blairs	3½	5½
Maryculter	2¼	7¾
Durris	5½	13¼
Bridge of Feugh	4½	17¾
Potarch Bridge	6¾	24½
Kincardine O'Neil	2	26½
Aboyne	4½	31
Dinnet	4½	35½
Cambus o' May	3	38½
Ballater	3¾	42¼
Bridge of Gairn	1½	43¾
Balmoral	6	49¾
Braemar	9	58¾

ABERDEEN (pop. 158,969) lies at the mouth of the Dee, and extends north along the shore towards the mouth of the Don. Its clean appearance is what first strikes the visitor. In sunshine, particularly after a shower, the white granite of the fine buildings that line its broad airy streets glistens like fretted silver. The city was erected into a Royal Burgh by William the Lion in 1179, confirming previous burghal rights of David I. Its Royal Palace, its Church and four monasteries, gave the town early importance in history, and its name is prominent in the annals of the Kingdom down to the Jacobite Rising of 1745–46. *Old Aberdeen*, a burgh of Barony from 1498, has a quaint old-world appearance. In 1136 David I. translated to this site the See of the Bishopric which had been founded by Malcolm I. in 1010 at Mortlach. *King's College* (which has a fine old crown-tower) was founded here in 1494 by Bishop Elphinstone, while the *Cathedral of St. Machar* was founded by Bishop Alexander Kyninmonth II. in 1357, and completed in 1532 by Bishop Gavin Dunbar. Like many other venerable buildings throughout the country, it sustained much damage at the Reformation and during Cromwell's march through Scotland. *Marischal College*, founded by George Keith, Earl Marischal, in 1593, has recently been added to on an imposing scale.

Other fine buildings in the city are the Town Hall, Public Library, and a large number of colleges, public schools, hospitals, and churches. Lord Byron was educated at the Grammar

School, now the site of the School of Arts. Many eminent men in science, literature, and art are proud to claim the "Granite City" as their birthplace. In education and sheer brain-power Aberdonians rank high even in Scotland,



and the Aberdeen papers have been the training-school of many distinguished authors and editors. Aberdeen is one of the great fishing ports of Britain, while its granite quarries and granite-polishing works are famous throughout the country.

The first portion of the route to Braemar as far as Banchory may be taken by *Cults* and *Peterculter* along the *north* bank

of the Dee, but a more picturesque road, and one that becomes increasingly popular amongst motorists, proceeds along the *south* bank by *Blairs College* and *Durris*. Leaving Aberdeen by Union Street and Holborn Street, the road proceeds to the south bank of the Dee by the historic

BRIDGE OF DEE. The Bridge was first projected by Bishop Elphinstone, who died in 1514, and the work was carried out by Bishop Gavin Dunbar, who succeeded him. Operations were commenced in 1520 and finished in 1527. With its graceful ribbing and stately piers, on which may be traced the arms of Scotland, of Albany, and of Bishop Elphinstone, it continued throughout the centuries which followed as the most important link in the great post road between Edinburgh and Aberdeen, and while it has been strengthened and widened from time to time, its artistic architectural features still remain. It is a fine example of ecclesiastical workmanship, one of the finest in Scotland, and the city is rightly proud of this imposing structure on its threshold. The scene of many thrilling episodes in the wars of Montrose and in Covenanting times, its story is graphically described in *The Bridge of Dee*, by G. M. Fraser, Librarian of the Public Library of Aberdeen, published in 1913. At the north-east end a stone marks the height of the river on 6th August 1829, during the "muckle spate," a mark which was submerged in the autumn flood of 1921.

From Bridge of Dee the road turns to the right along the south bank of the river (the road straight on proceeds to Stonehaven—13 miles). From this point the scenery is of the most picturesque description, the stately Dee flowing peacefully on its way to the sea through pleasant valley and woodland.

BLAIRS. Here stands the Roman Catholic College of St. Mary's, conspicuous on a slope overlooking the valley of the Dee. The estate was once the property of the Knights Templars. The College possesses, among other historic relics, a famous portrait of Queen Mary of Scots. It is said to have been painted from a miniature given by Mary, on the morning of her execution at Fotheringay Castle, to Elizabeth Curle, one of her attendants, who bequeathed it to the Scots College at Douai. In the days of the French Revolution it was hid in a chimney to save it from the mob.

MARYCULTER. A little beyond the old churchyard a picturesque road strikes off to the left to Stonehaven. On the opposite bank of the Dee is the village of Culter, famous for its paper mills. Near the village is Culter House, said to have been built in the time of Queen Mary by "a very extravagant Knight" who had his shoes shod with silver at the Queen's wedding. *Drum Castle*, built six hundred years ago, is a fine example of an Aberdeenshire keep, with picturesque towers and battlements and parapet. The estate was granted to

Photo : Valentine.

Bridge of Feugh, Banchory.

William de Irvine by Robert the Bruce in recognition of his services as armour-bearer. In ancient times Drum was a royal forest and hunting seat of the King.

DURRIS. The scenery in the neighbourhood is finely wooded, and numerous little dells and streams give an added beauty to the windings of the Dee. Durris House is an imposing structure surrounded with many old and beautiful trees. It was long occupied by the Frasers of Durris, whose connection dated from the time of Robert the Bruce. On Castle Hill stood an ancient hunting seat of the Kings of Scotland, and it is said that in the days of Alexander III. and Edward I. the river at this point was spanned by a wooden bridge. From Durris a mountain highway known as the "Slug Road" strikes southwards to Stonehaven. The road traverses a fine stretch of moorland and affords a magnificent view of the North Sea approaching Stonehaven. The hills form the most easterly portion of the great range of the Northern Grampians, which now taper off by gentle slopes to the pasture lands along the coast. Nearing Bridge of Feugh, the beautiful grounds of Crathes Castle are seen on the opposite bank of the river. Portions of the Castle are of great antiquity. It is said to have been built on the site of a Picts house, and was a place of importance in the great Royal Forest of Drum. A daughter of the Castle is the heroine of an ancient ballad:

> "And many a flower by the silvery tide
> Springs up by the silvery water,
> But the fairest flower on all Deeside
> Was the baron's youngest daughter."

Carved on the top of the Castle is a curious effigy of an early Scot, with a gold-laced coat and three-cornered hat. The estate of Crathes has been in the hands of a very old Aberdeenshire family—the Burnetts—for six hundred years.

BRIDGE OF FEUGH. At this point the road turns sharply to the *right* across the ancient Bridge over the Feugh, which flows into the Dee on the right. The falls beneath the Bridge are of a wild and picturesque beauty, and when the Feugh is in spate the scene is very impressive:

> "Folks come frae far to thrang the Brig,
> When kelpie spates wid dance a jig,
> To see the Feugh gang roarin' by
> And watch the salmon loupin' high."

The Feugh rises in the Forest of Birse and is a popular angling river. The road straight on at the fork roads before crossing the Bridge proceeds along the finely wooded valley and strikes through great pinewood forests by the Bridge of Bogendreep, joining the Cairn o' Mount Road to the south. The river scenery in the neighbourhood and the pine forests of Feugh and Birse form the background of many of Joseph Farquharson's most beautiful paintings. South of the Bridge of Feugh on

the way to the "Slug Road" stand the ruins of the ancient Castle of Tilquhillie, a residence of David Douglas of the house of Douglas of Dalkeith (1479). In 1562 the laird of Tilquhillie engaged under the banner of the Earl of Huntly in the Battle of Corrichie, which was fought on the Hill of Fare above Banchory. In 1576 he built the present Castle. In the neighbourhood are many interesting stone circles and cairns.

From Bridge of Feugh the road winds gradually to the right and crosses the Dee into Banchory. Before crossing the Bridge, there stands on the left the entrance to Blackhall Castle, the stately home of the Hays, whose motto, "*Che sara sara*" ("What will be, will be"), has a very definite ring about it.

BANCHORY (pop. 1776) is a popular summer resort in Kincardineshire, situated on the north bank of the Dee. There are many picturesque scenes in the neighbourhood, and from Hill of Fare, Scolty, and Gouach, prominent features of the landscape, a great expanse of valley and mountain scenery is obtained. In the neighbourhood are many sculptured stone slabs, standing stones, cairns, forts and crannogs, testifying to the houses, customs, and rites of an ancient people of early British and Pictish times.

From *Banchory* the road now winds along the north bank of the Dee by Bridge of Canny, where the reservoir in connection with Aberdeen's water supply is seen on the left.

POTARCH BRIDGE. At this point the old drove road from the south by Cairn o' Mount crosses the Bridge and joins the Dee Valley Road on the left. The Bridge, a fine example of old-time workmanship, crosses the Dee at one of its most beautiful stretches. (The road *across* the Bridge, and keeping to the right, proceeds through much beautiful woodland scenery by Birse and Birsemore, joining the Dee Valley Road at Aboyne.)

From Bridge of Potarch the road continues along the north bank of the river through

KINCARDINE O'NEIL (pop. 218). The village was a place of great importance in ancient days of cattle-droving, the hostelry standing on the direct line of the great drove road from Fettercairn and Cairn o' Mount to the North. To the north stands the old-world village of *Lumphanan*, where, it is said, Macbeth was slain by Malcolm III. in 1057. Macbeth's cairn on Perkhill is supposed to mark the site of the King's grave. At Cairnbethie, tradition says, is Macbeth's stone, where he received his death wound:

"O'er the Mounth they chased him
Intil the woods of Lumphanan,
This Macbeth slew they there
Intil the woods of Lumphanan."

From Kincardine O'Neil the road winds across a fertile valley, across which to the south the distant mountains come into closer view as the route approaches Aboyne. Far above the Forest of Birse rises the dark mass of Mount Keen, overlooking wild Glen Tanner.

ABOYNE (pop. 890), properly called Charlestown of Aboyne, in compliment to the first Earl of Aboyne, has a high reputation for its bracing climate. Near it is Aboyne Castle, for centuries the family seat of the Earls of Huntly. Amidst pine woods and encircling hills, it is a fitting gateway to the glories of Upper Deeside. With its spacious Green in the centre of the village, where in autumn the Aboyne Games are held, its proximity to the glens and hills of the Dee Valley, and its fine pure air, Aboyne is one of the most attractive villages in the north of Scotland. Aboyne Castle is said to date back to the time of Alexander III. In 1296 it was one of the Scottish Castles handed over to Edward I. In Covenanting days the Gordons were "King's men," and in consequence the Marquis of Huntly was beheaded in Edinburgh in 1649. The Castle is a massive and imposing structure, in which there is an old hiding chamber and a secret stairway. We read in an ancient ballad of the love of a young laird for Margaret Irvine of Drum:

> "The Earl o' Aboyne to Old England's gone
> And a' his nobles wi' him,
> Sair was the heart his fair lady had
> Because she wan nae wi' him."

Another ballad records the doings of Edom o' Gordon against the Clan Forbes in the days of the "King's men" and the "Queen's men," as the parties were called who stood by the infant King, James VI., and his unfortunate mother, Queen Mary of Scots. *Tarland*, a little to the north of Aboyne, was the ancient capital of Cromar, where the Marquis of Aberdeen and Temair has a beautiful residence. Near at hand is Castle Coull, an ancient stronghold of the Durwards. Tradition tells us that when a member of the Durward family died, the church bell of Coull rang itself.

Glentanner Road. A beautiful road crosses the Dee by a fine suspension bridge and proceeds to Ballater along the fir and birch-clad south bank of the Dee, past *Glentanar Church* and *Pannanich*. From this road there are some of the finest views along the Dee Valley. Through Glen Tanner the ancient "*Fir Mounth*" Road strikes southwards across the Hill of Cat to Tarffside in *Glenesk*. The beautiful Highland home of Lord Glentanar—*Glentanar House*—stands in the Glen amidst rich scenes of birch woods and pine forests, sparkling waters and dark, rugged mountain-peaks. In the old Churchyard of Glentanar, Byron's "Mary" is interred. Farther on at *Ballaterich* Byron spent part of his boyhood, and his first love was

Mary Robertson, the farmer's daughter. He writes of her affectionately in the well-known poem:

"When I roved, a young Highlander, o'er the dark heath,
And climbed thy steep summit, O Morven, of snow,
To gaze on the torrent that thundered beneath,
Or the mist of the tempest that gathered below,
Untutored to science, a stranger to fear,
And rude as the rocks where my infancy grew,
No feeling, save one, to my bosom was dear—
Need I say, my sweet Mary, 'twas center'd in you."

From *Aboyne* the road continues westwards across the wide Moor of

DINNET, which in days of autumn is a blaze of purple heather. The neighbourhood is rich in relics of antiquity, including sculptured stone slabs and articles of bronze, copper, and stone. On an island in Loch Kinnord, where a prehistoric canoe was discovered, Malcolm Canmore is said to have had a castle. Specimens of eirde, or earth, houses of the Picts have also been found around Loch Kinnord and Loch Dava.

CAMBUS O' MAY. At this point the scenery assumes a wilder aspect, the fir-clad mountains closing in steeply on either side of the river. Above Ballater rise the cone-shaped wooded sides of Craigendarroch, and beyond to the south the "Coyles" of Muick and the snow-clad heights of Lochnagar. Passing through the woods of Monaltrie, the road proceeds by the banks of the Dee. At the fork roads approaching

BALLATER (pop. 1542) the road continues to the left (the road on the right proceeding through the Pass of Ballater and joining the main road again on the east side of Bridge of Gairn). Ballater is the terminus of the railway line from Aberdeen, and from this point to Braemar there is a regular motor-coach service. The town had its origin in the discovery of medicinal wells at Pannanich, and within the last century it has grown in importance and popularity as one of the chief summer resorts of the Dee Valley. Quite a number of fine buildings and shops have long since taken the place of the old-world houses and thatched cottages, and there are many palatial residences in the neighbourhood. It reaches the "height of the season" when the King and Queen are in residence at Balmoral. In every direction there are innumerable opportunities for walks and excursions into Glen Tullich, Glen Tanner, Glen Muick, Glen Gairn, and Glen Finzie, or by the banks of the Dee and its picturesque streams. The most striking feature of the landscape to the north is the mountain of "Morven" (2862 ft.).

In 1829 the flood played great havoc in the whole neighbourhood, destroying the fine bridge across the Dee built by Thomas Telford. The present handsome granite bridge was opened by Queen Victoria.

From Ballater the road continues along the north bank of the Dee by

BRIDGE OF GAIRN. A short distance beyond the Bridge a road strikes off to the right through Glen Gairn, joining the "Cockbridge" Road to Tomintoul at Gairnshiel Lodge (Route XXVIII., page 212). From Bridge of Gairn the road continues through woods of pine and birch by the banks of the river, passing on the opposite side the famous birks of Abergeldie, which have been immortalised in old Scottish song. Abergeldie Castle, a fine old baronial edifice, is on the Balmoral estate, and is generally occupied by a member of the Royal Family in the summer months.

BALMORAL. At this point the road joins Route XXVIII. (page 210), Braemar to Inverness, which strikes off to the right to Gairnshiel and Cockbridge. The route from Ballater to Braemar is briefly described the reverse way on page 209.

BRAEMAR.

ROUTE XXX

ABERDEEN to INVERNESS

By Inverurie, Keith, and Elgin—104¼ Miles

DISTANCES ALONG THE ROUTE

Aberdeen to	Intermediate Miles	Progressive Miles
Kintore	13	13
Inverurie	3½	16½
Inveramsay	3½	20
Huntly	19	39
Keith	10½	49½
Fochabers	8	57½
Elgin	8¾	66¼
Forres	12	78¼
Nairn	10¼	88½
Inverness	15¾	104¼

ABERDEEN. Leaving Union Street by St. Nicholas Street, and proceeding along George Street and Powis Terrace, beyond which the railway is crossed, the route proceeds through the suburb of Woodside, and continues by Bucksburn.

Old Meldrum and Turriff Road to Banff. At the fork roads beyond Bucksburn the old road to Banff on the shores of the Moray Firth strikes off to the right, a distance of 46 miles. *Old Meldrum* (pop. 1015) is well known for its turnip seed, and used to employ many persons in hand-loom weaving and knitting of stockings. There is a long-established brewery in the town. At *Barra* Bruce defeated the forces of the Earl of Buchan (John Comyn) in 1307. The family of the Comyns was crushed, and the whole north-east of Scotland turned to Bruce's support. New families, such as the Hays, the Frasers, the Gordons, and the Irvines, were rewarded for their services. Not far from Barra the Battle of *Harlaw* was fought in 1411, the last great conflict between Celt and Saxon. The Highlanders were led by Donald of the Isles, the Saxons by the Earl of Mar (Alexander Stewart, son of the Wolf of Badenoch). The Highlanders were defeated, but the "red field" was long remembered as a costly victory. According to many eminent historians, the Battle of Harlaw had a more important effect upon the destinies of the Scottish nation than the Battle of Bannockburn. The Duke of Cumberland marched through Old Meldrum with his troops on his way to meet Prince Charlie at Culloden. *Fyvie Castle*, on the banks of the Ythan, is one of the finest edifices in Aberdeenshire; many portions of it are of great age. Its massive towers and angle turrets and

crow-stepped gables give it the appearance of great strength, and it is the most outstanding feature in the landscape. The "Meldrum," "Preston," and "Seton" Towers belong to the periods when these ancient families were in possession, its greatest splendours being due to Alexander Seton, Lord Fyvie and Earl of Dunfermline. The Gordon Tower was added in the eighteenth century by William, second son of the second Earl of Aberdeen.

Turriff (pop. 2152) is situated near the junction of the Turriff Burn and the Deveron River. Turriff is midway between Aberdeen and Elgin, hence the couplet:

> "Choose ye, choose ye, at the Cross o' Turra,
> Either gang to Aberdeen or Elgin o' Moray."

The town is mentioned in the *Book of Deer* under the name of Turbruad, as the seat of an ancient monastery dedicated to St. Congan. The double belfry of the old church (1635) is a piece of castellated architecture applied to an ecclesiastical building. The churchyard gateway is early Scottish Renaissance. The distance from Turriff to Banff is 11½ miles.

From *Bucksburn* the route continues through Blackburn, and at the fork roads, after crossing Tuach Burn, 2½ miles beyond, strikes off to the right, the road to the left proceeding to Alford (16¼ miles) (Route XXXI., page 232). Gradually descending, the road passes through the ancient Royal Burgh of

KINTORE (pop. 741), near which are the ruins of Hall Forest Castle, said to have been a hunting seat of King Robert the Bruce, destroyed in 1639. Many sculptured stones and relics of great antiquity have been discovered in this historic neighbourhood.

The route continues by a full stretch of good road through the valley of the Don by Port Elphinstone. Crossing the river, the route enters

INVERURIE (pop. 4455). At the south end of the town stands a mound called the "Bass of Inverurie," said to have been the site of the stronghold of the Earls of Garioch and the subject of one of Thomas the Rhymer's predictions:

> "When Dee and Don both run in one
> And Tweed shall run in Tay,
> Ye little River of Ury
> Shall bear the Bass away."

The mound is now known to be a natural formation due to the action of the Ury and the Don rivers.

Not far from Inverurie the fine seat of the Earl of Kintore — *Keith Hall*—is seen amongst the trees. *Balquhain Castle*, in Chapel of Garioch parish, 2 miles from Inverurie, was originally a keep like Drum Castle in the Dee Valley, but being destroyed, it was rebuilt in 1526. Little of it remains but its

massive walls. The barmekin may still be traced. Queen Mary is said to have passed the night here prior to the Battle of Corrichie. It was destroyed by the Duke of Cumberland in 1746. Numerous stone circles and artificial mounds discovered in the neighbourhood of the Don Valley have provided a rich field for research amongst archæologists.

From Inverurie the road continues by *Burgh Muir* and *Chapel of Garioch*, passing on the right the site of the Battle of Harlaw previously referred to.

INVERAMSAY. The road continues by easy undulations past Pitcaple, and at Mill of Carden turns sharply to the right, across the Gadie Burn, celebrated in the well-known song:

> "O gin I were where Gadie rins,
> Where Gadie rins, where Gadie rins,
> O gin I were where Gadie rins,
> At the back o' Bennachie."

The road to the left proceeds through *Oyne*, *Insch*, and *Kennethmont* to *Huntly*, where it rejoins the road to Inverness.

Continuing by *Old Rayne*, the route winds along the valley of the Ury through the hamlet of *Colpy*, nestling at the foot of the Foudland Hills. Proceeding through Bainshole, the road gradually rises over a wide stretch of moorland embraced in the district known as "Strathbogie" to the summit of the hills, and by a long easy descent for about 4 miles, enters the historic burgh of

HUNTLY (pop. 3752), on a peninsula near the confluence of the Bogie and the Deveron. The headquarters of the ancient Gordon family, the town has frequent mention in song and ballad and in the page of the chronicler, down to the time of Culloden. In the grounds of Huntly Lodge stand the ruins of Huntly Castle, built by the first Marquis of Huntly on the site of Strathbogie Castle, the ancient seat of the Gordons, destroyed after the Battle of Glenlivet in 1594 and rebuilt as Huntly Castle in 1602. The famous novelist, George Macdonald, was born in the town. Huntly is the centre of extensive agricultural interests, and has woollen and other manufactures.

The road from the Dee Valley by Mossat Toll and Rhynie (Route XXXI., page 233) enters the main street of Huntly from the south.

Crossing the Deveron River, the route proceeds through fine undulating scenery, past Cairney and Coachford, and gently descends over the moor of Auchindachy to

KEITH (pop. 4271). The old town dates from the twelfth century, and several stone circles have been discovered in the neighbourhood. Near the town stand the ruins of the ancient tower of Castle Oliphant, a stronghold of the Oliphant family.

James Ferguson, a distinguished astronomer, was born in the town.

From Keith an excellent road strikes off to the south-west by *Auchindachy* and *Drummuir Castle* to *Dufftown*. From Dufftown a beautiful run may be made through *Glenrinnes* to *Glenlivet* by *Knockandu* to *Tomintoul* (19 miles). The road traverses some picturesque scenery, the highest peak on the west being *Ben Rinnes* (2755 ft.). Glenfiddich Deer Forest extends eastwards.

Crossing the River Isla, the road passes through Fife Keith, founded in 1817 by the Earl of Fife, and gradually ascends towards Forgieside, from which there is a very gradual descent through magnificent pine forests to

FOCHABERS (pop. 867). The town has a favoured site on the banks of the Spey, which is here at its greatest width and depth. Near the village stands the stately and storied home of the Duke of Richmond and Gordon—*Gordon Castle*—in the midst of fine woodland and river scenery. The town is an old Burgh of Barony, and its market cross and "jougs" may still be seen in the grounds of Gordon Castle. The original village stood here till the end of the eighteenth century. The grounds were formerly a vast morass known as the "Bog of Gight." Milne's Institution, founded in 1839, is a well-known school. Red deer roamed at will in the vicinity until 1849, when they were ordered to be destroyed by the then Duke of Richmond. William Marshall, the well-known "Strathspeys" composer, was born in Fochabers in 1748. Major Wilson, the hero of the immortal "last stand" in the Matabele War of 1893, was also a native of the town.

Crossing the River Spey by Telford's fine bridge, the road gently undulates past Lhanbryde into the valley of the Lossie, in which stands the Royal Burgh of

ELGIN (pop. 7776). The town is of great antiquity, and was a place of mark in the days of William the Lion, who had a Royal Palace on the banks of the river. The town received its Charter from Alexander I. in 1234. Elgin was formerly the seat of the Bishopric of Moray. The magnificent Cathedral—at one time the finest ecclesiastical building in Scotland—was founded by the Bishop of Moray, a member of the Douglas family, in 1224, and was destroyed by the Wolf of Badenoch in 1390. The work of rebuilding it was undertaken by Bishop Barr, and for centuries it was one of the chief centres of the Church in Scotland. After the Reformation it fell on evil days; in 1640 the local barons destroyed the paintings, and in 1711 the great central tower fell in. In 1820 it was taken possession of by the Government, and it is now one of the best preserved ruins in the Kingdom. The Cathedral was built in the form of a cross, with towers at each end. The great central tower was 198 ft. high, the central aisle 118 ft. in length and the nave 84 ft. The effect of the majestic

edifice—the lamp and glory of a semi-barbarous age—was enhanced by its immediate setting of colleges, manses, and gardens, the whole enclosed by a great wall. The Cathedral is one of the noblest examples of Gothic architecture in the country. Its sept-centenary was suitably celebrated in 1924. *Elgin* is largely residential, though it serves a large agricultural district. The many fine buildings in the town include the Academy and the Town Hall. One of the great attractions is the beautiful Cooper Park. In the Museum there is a fine collection of Old Red Sandstone fossils. In the neighbourhood are numerous places of great historic interest, including *Spynie Palace* and *Coxton Tower*. There are also many sculptured cross-slabs, earth forts, and camps of Danish origin too numerous to mention, affording much opportunity for exploration and study in antiquarian and archæological circles.

About 6 miles to the south-west of Elgin stand the ruins of Pluscarden Abbey, founded in 1230 by Alexander II. for Cistercian monks, and dedicated to St. Andrew. In 1460 they were superseded by the Black Benedictine monks from Dunfermline. The existing buildings consist chiefly of an aisleless choir, north and south transepts, with eastern aisles and square tower. There is no nave. The monastic buildings consist of the St. Mary's aisle, the chapter house, the slype, and monk's hall, the whole forming the eastern side of the cloisters, to the south of which stands the Prior's House. The buildings are chiefly of the First Pointed period, and the ruins to-day are situated amidst scenes of great natural beauty.

Craigellachie Road. From *Elgin* a main road strikes southwards through *Glen Rothes* to *Craigellachie*, and from thence in a south-westerly direction along the beautiful valley of the Spey to *Grantown* (36¾ miles).

Lossiemouth Road. Another road from *Elgin* strikes northwards to *Lossiemouth* on the shores of the *Moray Firth* (6 miles), one of the most popular summer resorts on the coast.

Leaving Elgin by a finely wooded road, the route passes through the quaint old villages of Alves and Newmill to

FORRES (pop. 4117), on the River Findhorn. Forres was erected into a Royal Burgh by William the Lion. From the Cluny Hill, a public recreation ground overlooking the town, and on which stands a monument to Nelson, eleven counties can be seen. At the west end of the town, in Castlehill, there stood a Royal Castle, where King Duffus was murdered in 966 by Donald, Governor of the Fortress. The town was burned by the Wolf of Badenoch. *Sweno's Stone*, about 1½ mile east of the town, is one of the finest sculptured stone-slabs in the country, representing the high-water mark of Celtic art. It is 20 ft. high, and is covered with strange sculptured figures of men, birds, and animals. It is said to commemorate the defeat of the Danes in 1014, but its authentic origin remains a mystery.

Donald Smith, better known as Lord Strathcona, was a native of Forres. Born in 1820, at an early age he entered the service of the Hudson Bay Company and rose to the position of High Commissioner of Canada. To his extraordinary genius and energy is largely due the development of Canada.

Burghhead Road. From *Forres* a fine road strikes *northwards* by Findhorn Bay to the quaint old-world village of Findhorn on the Moray Firth. *Kinloss Abbey*, on the right of the route, is one of the monastic establishments of David I. The tradition which lingers round its origin is somewhat similar to that of Holyrood Abbey. While hunting, David lost his way in the woods and a deer guided him to safety. At the desire of the Virgin, he built an Abbey to commemorate his rescue from the dark woods of Findhorn. It was colonised by monks from Melrose. There is little of the original structure left. From Kinloss a good road passes within sight of the sands of Burghhead Bay to Burghhead. Here there is an ancient well hewn out of the solid rock. Many other relics of great antiquarian interest have been discovered in the neighbourhood, including a sculptured bull stone, an ancient jug of tin and copper, and a silver mounting for a horn.

Grantown-on-Spey Road. From *Forres southwards* a picturesque road strikes off to the left immediately after crossing the bridge at the west end of the town. The road winds amidst scenery of great beauty and charm along the valley of the Findhorn. *Dunphail Castle* is a fine modern mansion in the Venetian style of architecture, built in 1829 and enlarged in 1842. The ancient fortalice was a place of great strength and resisted a siege by Randolph, Earl of Moray, after the Battle of the Standard. At Edenkillie the road crosses the Bridge of Divie and proceeds southwards by Knock of Braemoray and across Dava Moor to Grantown (22 miles).

From *Forres* the *Inverness Road* proceeds westwards and crosses the fine suspension bridge across the Findhorn River, a short distance out of the town. North of the route stands the fine seat of the ancient Brodie family—*Brodie Castle*. To the south of the road, on an eminence overlooking the Findhorn Valley, is *Darnaway Castle*, once the seat of the Earls of Moray. The more ancient parts date back to the fifteenth century. The ancient oaken roof of the hall has been preserved.

Continuing by a picturesque road, with many glimpses of the waters of the Moray Firth, the route passes through

AULDEARN (pop. 318). This picturesque little village has many interesting associations. Here the name of St. Columba survived until the year 1880 in St. Colm's fair, which was held annually on 20th June. Later it figured in the days of Wallace and Randolph, Earl of Moray, and Robert the Bruce. Again in the seventeenth century a fierce battle

took place, in 1645, near the village between the Marquis of Montrose's troops and the Covenanters under Hurry, when the latter were completely routed.

NAIRN (pop. 4474) is one of the most popular watering-places on the Moray Firth ; it is sometimes called the Brighton of the North, and its climate is dry and bracing. The golf links attract a large number of visitors. The town was made a Royal Burgh by David I., and the oldest Charter now in possession of the town was granted by James VI. in 1597. Nairn Castle,—no trace of which remains—erected by William the Lion, was one of the twenty-three Royal castles in Scotland handed over to Edward I. The town figured in many episodes in the days of Bruce and Wallace and the Stuart Kings, and during the Covenanting struggle. In 1746 the Duke of Cumberland's troops lay here prior to the Battle of Culloden.

From Nairn a fine moorland road passes southwards by *Dava Moor* and Loch-in-dorb to *Grantown* (Route XXVIII., page 214).

Proceeding westwards from Nairn to Inverness, the main road proceeds through the High Street and, at Dr. Gregor's statue, turns to the right and continues by a fine level road by Blackcastle. Thence by Tornagrain and Newton, within sight of the Moray Firth, into Inverness.

A road of greater interest from Nairn to Inverness is that which proceeds through the Nairn Valley by *Cawdor Castle* and *Culloden Moor* to Inverness, a distance of 19 miles.

CAWDOR CASTLE, the ancient seat of the Thanes of Cawdor, is a magnificent example of a mediæval fortress, built by the Calders of Calder in 1454 on the site of an older castle referred to in the Exchequer Rolls in 1398. Most of the present building belongs to the seventeenth century. The great central keep, three storeys high, is 45 ft. long and 34 ft. wide, while its walls carry battlements and towers, and the buildings are surrounded by a moat crossed by an ancient drawbridge. The gateway is protected by an iron gate and loopholed walls, crowned with a belfry. The Castle stands on the edge of a rock on the right bank of the Cawdor Burn, amidst picturesque woodland scenery. In the Castle is a bedroom which is one of the places tradition identifies as the actual scene of King Duncan's murder by Macbeth. Near the Castle are the remains of a vitrified fort and of Barevan's Church, while a number of sculptured cross-slabs and relics of great antiquity have been discovered in the neighbourhood. Kilravock Castle and Rait Castle, both originally of the fifteenth century, are also places of great historic interest.

Culloden Moor. Proceeding from Cawdor to Croy, the road at that point strikes off to the left, and passing the ruins of Dalcross Castle (an ancient seat of Lord Lovat) on the right, the road continues across *Culloden Moor*, the scene of the battle which was fought on 15th April 1746. Here Prince Charlie's

Highlanders, 6000 in number, met the Duke of Cumberland's army of nearly 9000 men, and here the '45 Rebellion was finally crushed. The story of the battle—the half-starved condition of the Highlanders, the defection of some of the clans through jealousy, the stubborn bravery and courage of Prince Charlie and his officers—is well known and oft repeated, but the saddest and most poignant memories still linger around the word "Culloden" wherever it is uttered by Scotsmen at home or in distant lands. The blow to Prince Charlie's hopes ended with the tragedy of Culloden, and soon the army was scattered and Prince Charlie himself a fugitive, hunted by the dragoons amongst the mountain glens. A few low grassy mounds on the moor mark the last resting-place of Highlanders and Lowlanders. A great cairn of grey stones commemorates the final scene of the Rebellion. Cumberland's Stone stands some distance apart. Across a field are the ruins of the King's Stables, and a narrow track leads to the well where the wounded were succoured—all eloquent to-day in their silence and solitude, surrounded by a fringe of dark pine woods, and beyond the wine-red moor. Only the cry of the whaup is heard in the stillness that broods over Culloden—to many one of the most sacred corners of Scottish soil.

> "The moorland wide, and waste, and brown,
> Heaves far and near and up and down;
> Few trenches green the desert crown,
> And these are the graves of Culloden."

From Culloden Moor the road passes over a wide stretch of moorland scenery, within view of the expansive shores of the Moray Firth, beyond which, on a clear day, there is a fine view of *Ben Wyvis* and the dark mountains of Cromarty. In a short distance the road enters the Great North Road from Perth to Inverness, and gradually winds downwards by the little village of Culcabock, entering the Capital of the North by Eastgate,

INVERNESS.

ROUTE XXXI

ABERDEEN to INVERNESS

By Alford, Mossat Toll, and Huntly—113 Miles

DISTANCES ALONG THE ROUTE

Aberdeen to	Intermediate Miles	Progressive Miles
Elrick	8	8
Dunecht	5	13
Tillyfourie Station	7½	20½
Alford	5¼	25¾
Mossat Toll	7½	33¼
Lumsden	1½	34¾
Rhynie	4	38¾
Huntly	9	47¾
Inverness	65¼	113

Leaving Aberdeen by Union Street, the route proceeds westwards by Alford Place and Albyn Place to Queen's Cross, continuing by Queen's Gardens and Queen's Road. At the fork roads, a little beyond Kingsford, the route proceeds to the right. (Left: Garlogie, Echt, Lumphanan, and Aboyne.)

Continuing through the village of *Elrick*, the road winds by the shores of the Loch of Skene to the village of

DUNECHT, at one time known as Waterton. South of the village a striking feature of the landscape is *Barmekin Hill*, which rises from the fertile plain. The hill encloses an area of more than 2 acres and consists of five concentric walls, three of earthworks and two of stone. It is supposed to have been an ancient "vitrified" fort, where the stones have been run together by the application of heat. Beyond Barmekin rises the *Hill of Fare* (1545 ft.), which overlooks the Dee Valley on the south. The route proceeds through pleasant pastoral scenery, and continues past *Tillyfourie Station*, which stands on the northern margin of Corrennie Forest.

ALFORD (pop. 581) is pleasantly situated in the Don Valley and is the centre of a rich agricultural district. Many interesting stone circles have been discovered in the Don Valley, and one of the largest recumbent stones is in the circle at *Old Keig*, near Alford, a huge monolith computed to be 30 tons in weight. In the neighbourhood of the village a fierce fight took place in 1645 between the Marquis of Montrose and the Covenanters, when the latter were defeated and a son of the Marquis of Huntly was killed.

From Alford a road strikes northwards by Kirktown of Clatt to Huntly, and one southwards to Lumphanan and the Dee Valley.

Crossing the River Don by *Alford Bridge*, the road continues westwards along the beautiful Don Valley. There are many picturesque glimpses of the river in this neighbourhood, its banks forming the richest alluvial agricultural land in the county. In this respect the old couplet is correct:

> "A mile o' Don's worth twa o' Dee,
> Except for salmon, stone, and tree."

MOSSAT TOLL. At this point the route enters the road proceeding northwards to Huntly from Strathdon (Route XXX., page 226).

Kildrummy Castle Road. A little to the south of Mossat Toll, on the Strathdon Road, stands the famous *Castle of Kildrummy*. The Castle is one of the most imposing ruins in Scotland. It was built in the reign of Alexander II. by Gilbert de Moravia, Bishop of Caithness. The building belongs to the First Pointed period. The Castle passed through many exciting periods in Scottish history. It was besieged in 1306 by Edward I. of England and was stoutly defended, but, in consequence of a great conflagration, Nigel Bruce, King Robert's brother, who was acting as Governor, surrendered it to the English, he himself being made a prisoner and ultimately executed. Twenty years after Bannockburn it was conferred on the Earl of Mar. In the 1715 Rebellion, when in possession of the Mar family, it was destroyed by the Government troops, thereafter passing to the Gordons of Wardhouse and then to Colonel Ogston, who has built a beautiful mansion-house close by. A charmingly written history of the Castle was published in 1924, the author, Mr. W. Douglas Simpson, being one of the most scholarly and most profound authorities on antiquarian and historical subjects in Scotland at the present time.

Southwards the road winds into the valley of the Don by *Bridge of Buchat*, *Towie Castle*, *Castle Newe*, *Strathdon*, and *Cockbridge*, joining Route XXVIII. (page 212).

Northwards from Mossat Toll the road proceeds by the old-world village of

LUMSDEN (pop. 379), finely situated on the eastern slopes of a great range of hills rising to a height of 2600 ft. The highest ridges of this mountainous plateau, known as the "Ladder Hills," overlook many picturesque glens and valleys, the vast watershed forming the source of many of the finest rivers in the north, including the Livet, the Deveron, the Fiddich, the Dullan, and the Black Water, and numerous streams flowing into the Spey and the Don.

RHYNIE (pop. 354), an old-world village, is finely situated in the valley watered by Bogie Water, overlooked by the *Top o' Noth*, a prominent and striking feature of the mountainous landscape on the west. On the summit are the remains of an

ancient earth fort, similar to the Barmekin near Dunecht, and probably belonging to the same period.

Cabrach Road. From Rhynie a mountain road strikes off in a north-westerly direction by Cabrach to Dufftown (18½ miles). The road is rich in mountain and river scenery, especially in the neighbourhood of the "Cabrach" (1370 ft.) and in the valley of the Deveron and Glenrinnes.

From *Rhynie* the route continues northwards through the picturesque valley of Strathbogie to

HUNTLY. Here the road enters Route XXX. (page 226), Aberdeen to

INVERNESS.

ROUTE XXXII

ABERDEEN to INVERNESS

By the Coast (Peterhead, Fraserburgh, and Banff)—152 Miles

DISTANCES ALONG THE ROUTE

Aberdeen to	Intermediate Miles	Progressive Miles
[Ellon]	[16½]	[16½]
Newburgh	13½	13½
Collieston	5½	19
Slains Castle	2	21
Peterhead	14½	35½
Fraserburgh	17¾	53¼
Rosehearty	4½	57¾
Aberdour	4½	62¼
Macduff	13½	75¾
Banff	1	76¾
Portsoy	8	84¾
Cullen	5½	90¼
Buckie	7½	97¾
Fochabers	7½	105¼
Inverness	46¾	152

Leaving *Aberdeen* for the north by the coast route, the opportunity of visiting the quaint old-world byways of Old Aberdeen presents itself. Besides King's College and the beautiful Cathedral of St. Machar by the banks of the Don, one of the most treasured relics of antiquity, the old *Brig o' Balgownie* ought not to be overlooked by the visitor. The Bridge is undoubtedly the finest and most picturesque mediæval bridge in Scotland, dating back to 1320, and it is still in use. It is a lofty, narrow Gothic arch 72 ft. in width, crossing the Don at an exceedingly beautiful part of the river as it enters the sea. It was the chief approach to the town and to the Cathedral from the north. Bishop Cheyne is said to have been empowered by Robert the Bruce to undertake its erection, and an annual sum of £2, 5s. 8d. was bequeathed by Sir Alexander Hay towards its support. Lord Byron commemorates the locality in a stanza of *Don Juan*, adding in a note, "I still remember the awful proverb which made me pause to cross it and yet lean over it with a childish delight, being an only son, at least on my mother's side. The saying as recollected by me was:

> "'Brig of Balgownie, black's your wa',
> Wi' a wife's ae son, an a mear's ae foal,
> Doun ye shall fa'!'"

There are many other streets, courts, and closes in the old town that challenge attention on account of their ancient

features, and it is difficult to realise while wandering through the precincts of this old Cathedral town their close proximity to the modern city with its stir and bustle.

Nearer the sea is the new Bridge of Don, with five arches, one of Thomas Telford's finest designs, and completed in 1830. It cost £17,000, which was defrayed out of the "Bridge of Don Fund," which had its origin in the bequest made in connection with the upkeep of the old "Brig."

Leaving the City by the old Brig o' Balgownie, within view of the new Bridge on the right, the road proceeds northwards by the coast. The road almost the entire distance to Fraserburgh passes within sight of the North Sea, and there is some fine rock scenery in the neighbourhood of Peterhead. South of that town, at the Bullers of Buchan, the coast-line is broken by wild ravines and precipitous boulders lashed by the sea. Owing to the exigencies of space, only the briefest references can be made to the chief places of interest on the route to *Fraserburgh*, and from thence westwards along the shores of the Moray Firth to *Elgin*.

ELLON (pop. 1261) is a thriving little place on the Ythan. It has a shoe factory and large auction marts for the sale of cattle. It is a place of great antiquity, and was the seat of jurisdiction of the Earldom of Buchan, where the Earls held their High Court. Patrick Gordon, born near Ellon in 1635, was a perfect example of a soldier of fortune, first fighting on the Swedish, then on the Polish side, ultimately transferring his sword to Russia, where he rose to the highest rank. On his death-bed, it is said, he was wept over by Peter the Great.

From Ellon a road strikes to the north-west by *New Deer* to *Macduff* on the shores of the Moray Firth (31 miles).

NEWBURGH (pop. 471), on the estuary of the Ythan, was at one time notorious for smuggling. Small ships still come up to its wharf at full tide. The bed of the river is covered with mussels, much used at one time as bait, but line-fishing has suffered greatly since the rise of trawling.

COLLIESTON (pop. 188) is a fishing village circling round a romantic bay near the Parish Church of Slains. Here in 1588 one of the ships of the Spanish Armada, *Santa Catherina*, was wrecked. The fishermen still call the creek "St. Catherine's Dub," and several small cannon have been recovered from the pool. A century ago a considerable amount of smuggling was indulged in by the natives.

SLAINS CASTLE. The ruins of this ancient stronghold stand on a rocky promontory washed by the sea. Originally built in the twelfth century by the Scoto-Norman family of Cumyn, it passed to the Earls of Errol, and was demolished in 1594 by order of James VI., the Earl having joined in the Huntly rebellion. The present Castle of Slains, presenting a

bold front to the North Sea breezes, was long the family seat of the Earls of Errol. It was visited by Boswell and Johnson, the latter declaring it to be the "noblest" Castle he had visited in the north of Scotland. In the neighbourhood are the remains of an ancient chapel dedicated to Adamnan. Further north are the famous golf links of *Cruden Bay*.

PETERHEAD (pop. 13,126) is the most easterly town in Scotland, and is built of red granite. A century ago it was a fashionable summer resort, and it was also an important whaling station. Its chief industry to-day is the herring fishing. The "Harbour of Refuge," south of the town, is in course of construction by convict labour from the prison close by. The woollen industry gives a certain amount of employment, also granite polishing. The "Pretender" landed at Peterhead on Christmas Day, 1715. The town was erected into a Burgh of Barony in 1593 by Earl Marischal, the founder of Marischal College, Aberdeen.

Old Deer Road. From Peterhead a road strikes westwards through *Old Deer* to New Pitsligo and the shores of the Moray Firth (18½ miles). Old Deer was the centre of a great religious movement in the days of St. Columba, who, with his companion St. Drostan, received lands from the Mormaer (Earl) of Buchan when the first Christian Church was founded in Aberdeenshire. No trace of this sixth-century church is left. The ruins of the Abbey of the thirteenth century founded by William Comyn, Earl of Buchan, still remain, with a few mouldings and arches of the First Pointed period. After the Reformation the Abbey fell into decay. The famous *Book of Deer* is one of the most priceless relics in the ancient ecclesiastical records of the country. It is said to have had its origin in St. Columba's monastery at Deer, and was brought to light in 1860 by Henry Bradshaw, University Librarian at Cambridge. It contains the Gospel of St. John and other portions of scripture in the writing of the ninth century, but of even greater importance is the fact that on its margin it contains memoranda of grants to the monastery made by Celtic chiefs of Buchan, and all written in Gaelic. The ruins of the ancient Abbey are within the grounds of Pitfour House.

From Peterhead the road continues by Crimond and Rathen.

FRASERBURGH (pop. 10,514), finely situated on the shores of the Moray Firth, is the third largest town in the county and the great centre of the herring-fishing industry in the north. It was founded by Sir Alexander Fraser, one of the Frasers of Philorth, now represented by Lord Saltoun. The Frasers, or Frisels, are said to have come into England with the Normans. Sir Alexander Fraser was a great favourite of James VI., and a man of enterprise, keenly interested in the development of the town. He even received from King James

authority to found a University, but the scheme was not proceeded with. On Kinnaird Head stands the famous *Lighthouse*, one of the first three in Scotland. In the month of July, which is the height of the herring season, the "Broch," as it is called locally, is astir with life from early morning. More herrings are handled at Fraserburgh than anywhere else on the coast from Eyemouth to Wick.

From Fraserburgh the road now strikes westwards along the shores of the Moray Firth.

ROSEHEARTY (pop. 1267) is a picturesque village on the coast. There is a tradition that a party of Danes landed here in the fourteenth century, instructing the inhabitants in the art of fishing. Near at hand are the ruins of Pitsligo Castle, once the residence of Alexander Forbes, Lord Pitsligo, who, after the Battle of Culloden, lived in the neighbourhood for several years as an outlaw. One of his haunts was the Cave of Cowshaven, or "Lord Pitsligo's Cave," 2 miles west.

ABERDOUR (pop. 549) is a small village on the coast halfway between Troup Head and Rosehearty, sometimes called New Aberdour. The village came into existence in 1796. Its Church, now in ruins, was dedicated to St. Drostan, the disciple and companion of St. Columba, who first established Christianity at Old Deer. Aberdour is the birthplace of Dr. Findlater, first editor of *Chambers's Encyclopædia*. The coast scenery around *New Aberdour*, *Pennan*, *Gamrie Bay*, and *Gardenstown* is most impressive, and the sea breezes from the wide expanse of the Moray Firth attract a large number of visitors in summer.

MACDUFF (pop. 3344) formed an old part of the "Thanage" of Glendowachie. Robert the Bruce granted the Thanage to his sister's husband, Hugh, Earl of Ross. At a later period it continued for a long time in possession of the Earls of Buchan. The town was bought by William Duff of Braco, afterwards first Earl of Fife, in 1733, and through the exertions of the second Earl it was, in 1783, erected into a Burgh of Barony. Much money has been spent on the Harbour, and an extensive addition was opened by the Princess Royal in 1921. The town stands at the mouth of the River Deveron opposite Banff.

BANFF (pop. 3518) is a town of great antiquity, situated in Banff Bay at the mouth of the Deveron. Its Charter of Robert II. dates back to 1372. It passed through stormy times during Montrose's Campaign in 1645. Boswell and Johnson spent a night in the town, the latter complaining because the Inn windows had no pulleys! It was also visited by John Wesley, Wolfe, the future conqueror of Canada, and by Byron, who lived for a short time with relatives in the town. In 1819 it entertained the poet Southey and his friend Thomas Telford, the engineer, who was then engaged in the Harbour

Extension and the building of the bridge over the Deveron. The Burgh Cross is very old, and there are a number of fine memorial stones in the old churchyard. Some of the quaint old houses bear inscriptions, but little is left to mark the site of the Carmelite Monastery. Only part of the walls of the ancient Royal Castle of Banff remains. It was the last stronghold occupied by the English troops north of the Grampians after the Battle of Bannockburn. At various periods in its long history it was occupied by Edward I., David II., Queen Margaret (wife of James III.), James IV., Mary of Guise, and Queen Mary.

From Banff a road strikes southwards by Turriff and Old Meldrum to Aberdeen (46 miles).

PORTSOY (pop. 1723) is an interesting little town midway between Banff and Cullen. It was made a Burgh of Barony by Queen Mary in 1550. It has a share in the herring fishing, and is famous for a beautiful stone known as "Portsoy Marble." Various other minerals have been worked in the vicinity.

CULLEN (pop. 1986) is a town of great age, receiving its Charter from James II. in 1455. In 1645 it was plundered by the Farquharsons of Braemar by orders of Montrose. The development of the town was greatly encouraged in 1822 by the then Earl of Seafield. The scene of Dr. George Macdonald's novel *Malcolm* is laid in Cullen, sometimes referred to as "Seatown of Cullen." Cullen House, founded in 1600, the principal residence of the Seafield family, stands on a high rock, around the base of which circles the Burn of Cullen. It is a castellated building of the Scottish Baronial type.

BUCKIE (pop. 8690) is the largest town in Banffshire. There are more line fishermen in Buckie than in any other town in Scotland. The activities of the town centre largely round the Harbour, which was opened in 1879. The Buckie fishermen have a magnificent fleet of fishing craft. The graceful twin spires of St. Peter's Church, rising to a height of 115 ft., form a striking feature of the local architecture.

The road from Buckie strikes inland to the valley of the Spey at

FOCHABERS (pop. 867). At this point the road joins Route XXX., and proceeds by *Elgin*, *Forres*, and *Nairn* to

INVERNESS.

ROUTE XXXIII

FORT WILLIAM to JOHN O' GROATS

The North-West Coast Route, *via* Invergarry, Tomdoun, Dornie, Strome, Gairloch, Ullapool, Inchnadamff, Lochinver, Kylesku, Scourie, Durness, Tongue, and Thurso

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Fort William		
Spean Bridge	9½	9½
Invergarry	15¾	25¼
Invermoriston		
Tomdoun	10½	35¾
Clunie Inn	10½	46¼
Dornie	21¼	67½
Strome	9¾	77¼
Achnasheen	24¾	102
Kinlochewe	9¼	111¼
Gairloch	19¾	131
Gruinard	18¾	149¾
Dundonnell	12½	162¼
Ullapool	26	188¼
Inchnadamff	24½	212¾
Lochinver		
Kylesku	9½	222¼
Scourie	11½	233¾
Laxford Bridge	6¾	240½
Durness	19¼	259¾
Eriboll	15½	275¼
Tongue	22	297¼
Bettyhill	13	310¼
Melvich	14¼	324½
Thurso	18	342½
Dunnet	8¼	350¾
John o' Groats	12	362¾

With the steady advance of the motor movement and the increased efficiency and comfort of the modern touring car, the motorist is ever seeking new scenes of interest, exploring the little-known roads that penetrate the sombre glens and encircle the silent lochs. Imperceptibly the hidden byways give up their secrets and become known among men—slowly but surely mountain roads are transformed, new bridges span the rivers, the ancient ferry-boats give way to modern motor-boats, hotels replace the old-fashioned wayside inns. With the activities of the motoring era reaching into the far distances, our highways "have been exalted and the rough places made plain."

XXXIII. Fort William to John o' Groats (North-West Coast)

The route briefly described in this chapter is an interesting illustration of the change that is taking place. When the first edition of *Scotland for the Motorist* appeared, it was not a route that could be recommended with any degree of confidence, not only on account of the indifferent roads and meagre hotel accommodation, but because of the perils and delays at the various ferries on the route. Now that these conditions have undergone a material change, the route may now rightly take its place in the present edition, though it should be noted that it is only recommended to motorists who are still prepared to exercise a certain measure of patience at the Ferries and who will make due allowance for road conditions which have not yet reached the high standard of excellence which obtains in the South.

To the great majority of motorists, the district north-west of the Caledonian Canal is unknown, and the purpose of the following notes is to assist the motorist in making a comprehensive tour of the entire North-West Coast, commencing at Loch Ness-side, and journeying northwards by Gairloch and Lochinver to Tongue on the north coast and from thence along the shores of the Pentland Firth to John o' Groats. Route XXXIV. (page 258), from Inverness to John o' Groats, thus completes the circle.

Commencing from the south at Fort William, the road proceeds northwards by Spean Bridge and Loch Lochy to Loch Oich-side, following Route XXVII. as far as Invergarry (page 206). If the motorist is proceeding southwards from Inverness the road follows Loch Ness-side road as far as Invermoriston (page 207). The roads from Invergarry and Invermoriston converge at *Clunie Inn* in Glen Clunie, distant respectively 21 and 24½ miles.

INVERGARRY TO CLUNIE INN. Here the road, proceeding towards Inverness, crosses the River Garry and turns sharp to the left to Glen Garry along the northern bank of that river. Continuing westwards to the shores of Loch Garry, it enters the beautiful valley of the Garry. The district through which the road passes is rich in ancient story and tradition. Between 1745 and the end of the eighteenth century, involuntary emigration reduced the number of its inhabitants —the Macdonalds—from 10,000 to 500. In Canada the exiles founded another Glengarry, where they have perpetuated their natural language and customs. Their early adventures have been described in Ralph Connor's Canadian novels, the most popular being *The Sky Pilot* and *The Man from Glengarry*. The road to Clunie Inn strikes off to the right, a short distance west of *Tomdoun Inn*, finely situated on the north bank of the River Garry.

Kinlochourn Road. The road through Glen Garry westwards may be continued from Tomdoun Inn as far as the head of Loch Hourn, 16 miles distant. From the Inn the road winds along the northern bank of

the River Garry and the shores of Loch Poulary. Continuing westwards, it skirts the shores of Loch Quoich, situated amidst scenes of mountain grandeur. Encircling the loch, the hills rise to a height of over 3000 ft. on either side and give this beautiful sheet of water a picturesque setting. Crossing Quoich Bridge at the mouth of Glen Quoich, the road leaves the loch-side and takes a north-westerly direction by the banks of Caolie Water, rising to a height of 607 ft. above sea-level. Passing over the ridge of hills that lie between Loch Quoich and Loch Hourn, the road winds downwards, following the course of the River Hourn to the shores of Little Loch Hourn, an armlet of the larger loch of the same name. The upper or eastern portion of the loch is connected with the western loch by a narrow strait named Caolas Mor. The road ends at the little Highland village of Kinlochourn. A mountain track, at one time a well-known drove road, rises from the village over the hills to Glenelg, on the shores of the Sound of Sleat, which separates the Mainland and the Island of Skye.

From Tomdoun Inn, the road to Clunie Inn strikes northwards by a series of stiff ascents to Loch Losguinn (806 ft.) and gradually descends to Glen Loyne. Crossing the River Loyne, it rises again to a height of 1424 ft. above sea-level. The road is finely graded and in excellent condition, and the ascent is easy. From the summit the view is one vast expanse of mountain-land and moorland. In every direction, range after range of hills meets the eye, waters glisten in the valley beneath. Glen Clunie penetrates the mountains westwards, to the east the waters of Loch Clunie flow swiftly through Glen Moriston, the great peaks of Ben Attow (3385 ft.) and the rugged heights of Garbh Leac (3675 ft.) and Sgurr nan Conbhairean (3634 ft.) tower high above the great valley. The scene of mountain splendour from the road above Clunie Inn is unsurpassed in the Highlands of Scotland.

INVERMORISTON TO CLUNIE INN. The road strikes westward from Invermoriston Hotel, along the north bank of the River Moriston, and, passing Dundreggan, reaches the shores of Loch Clunie. At Achlain (10½ miles from Invermoriston) traces are to be seen of the old military road constructed in 1751, which ran from Fort Augustus across Inchnacardoch Forest to Glen Moriston, and continued through Glen Clunie and Glen Shiel to Glen Elg on the Sound of Sleat. Glen Moriston is rich with memories of Bonnie Prince Charlie; the mountain streams and dark hill-sides are thickly starred with traditions. For weeks Prince Charlie lay hid in its secret corries, guarded by the men of Glen Moriston, with a sum of £30,000 on his head. Here the men of the Glen, their homes burned to the ground and driven into the hills by Cumberland's soldiers, bound themselves by solemn compact never to lay down arms or make peace with the Elector of Hanover or his Government. Poverty-stricken and hunted from their caves,

where they had taken refuge, to the desolate moorlands above the Glen, it never crossed their minds to take advantage of the bribe.

> " They kent his hiding in the glen,
> But none there was who would betray."

It is said when the Prince finally left the neighbourhood for Skye one of the men kissed his hand, and, in token of reverence for the Prince, he never offered his right hand to man or woman after. The refrain of the beautiful melody, the sweetest of all Jacobite airs, finely expresses the affection in which the young Prince was held :

> " Better lo'ed ye canna be,
> Will ye no' come back again."

Skirting the shores of Loch Clunie, which lies beneath the mountain-lands of Ceannacroc Forest to the north and Bunloinn Forest on the south, the road continues along the north bank of the River Clunie to

CLUNIE INN. Here the road from Tomdoun Inn, previously described, is joined on the left. The scenery is now of the wildest description. As the road winds through Glen Shiel, the mountains on either side rise precipitately from the river bank to a height of over 3500 ft. The highest point on the road between Loch Clunie and Loch Duich is 889 ft. From that point the road gradually descends into Glen Shiel, crossing the Bridge of Shiel, where a fierce conflict took place in 1719 between the Jacobites and the Royal troops. It now winds through the Glen by Achnangart to the shores of Loch Duich. Nearing the loch, the Saddle (3817 ft.) stands out in outline on the left, while Scour Ouran (3505 ft.), the Five Sisters, and Ben Attow form on the right a vast range of mountain grandeur. Within sight of Loch Duich the road turns sharply to the right over

Shiel Bridge, and proceeds along the eastern shores of the loch past the little Highland village of Invershiel.

Glenelg Road. Before crossing Shiel Bridge, a road strikes off to the left to Glenelg, opposite the Island of Skye. The road follows the south shores of Loch Duich for 1½ miles, and at the cross-roads strikes upwards to the left. (The road on the right follows the shores of the loch as far as Totaig, opposite Dornie Ferry, 6 miles.) Rising from sea-level, the Glenelg Road ascends a mountain ridge overlooking the loch known as *Mam Ratachan* by a series of winding and tortuous hairpin bends, the gradients varying from 1 in 6 to 1 in 12, the highest point of the road being 1116 ft. The surface is generally in good condition, and, while the road is narrow and the " pull up " stiff, there is no element of danger in the ascent and nothing which the modern car may not easily surmount, if in good running order and carefully

handled. It still constitutes an interesting and popular "hill climb" in Motor Reliability Trials. From the summit, which affords a magnificent panorama of loch and mountain scenery, the road descends Glen More to the shores of Glenelg Bay. Before entering Glenelg, a road strikes off to the right to the ferry at Kylerhea, connecting the mainland with the Island of Skye. The ferry is still in use, though there are no facilities for the transport of motor-cars. Glenelg stands at the western end of the old military road connecting Fort Augustus with Bernera Barracks, near Glenelg. The ruins of the grim-looking building are seen on the right near the shore immediately before entering the village. The barracks, built in 1722 after the Battle of Glenshiel, were occupied by Government troops from that period until after the 1745 Rebellion for the purpose of restoring order amongst the neighbouring Highland clans. Long prior to the building of the military road, the Glenelg-Fort Augustus route was in use as a drove road, and the ancient ferry at Kylerhea linked it up with Skye and the Western Isles. The village is an interesting collection of old weather-beaten houses on the edge of the bay. Near the entrance to the hotel stands the house—then the village inn—in which Johnston and Boswell resided on the occasion of their historic visit to the Hebrides. In Glen Beag, about three miles south-east of the village, there are some fine examples of ancient forts and stone circles. From the head of the Glen near Balvraid (5 miles from Glenelg) another old drove road may be traced across the hills to Kinlochourn (page 241).

One day it is hoped that the road from Shiel Bridge to Totaig will be continued along the shore as far as Glenelg, and that the ferry at Kylerhea will be adapted to modern traffic conditions. More direct communication with Skye would thus be secured.

INVERSHIEL. Continuing by the shores of Loch Duich, the road winds round the head of the loch, crossing the River Croe where it enters the bay. (On the right, immediately after crossing the bridge, a mountain track passes over a ridge of Ben Attow, and at Loch Bhealaich follows the course of the River Affric into Glen Affric, page 268.) Following the coast by

INVERINATE, the road rises sharply above the rocky shores of Loch Duich, this part of the road exhibiting a fine example of the genius and enterprise of Thomas Telford, the great Road Engineer, who was largely responsible for opening up the North-Western Highlands in the early part of last century.

DORNIE FERRY. Here facilities are now provided for the conveyance of motor-cars and cycles by means of a motor-boat. (See list of Ferries at the end of the book.) Close by the shore is the Island of Eilean Donan, on which are the picturesque ruins of an ancient Castle forming a striking landmark at the

head of Loch Alsh, where that fine stretch of water forks into Loch Duich and Loch Long. The Castle was originally conferred on Colin Fitzgerald, son of the Earl of Desmond, in 1266 by Alexander III. In 1331 it was the scene of a terrible act of vengeance on the part of the Earl of Moray, then Warden of Scotland, who executed fifty Highlanders here and placed their heads on the walls of the Castle! For many centuries it was the Highland manor place of the "high Chiefs of Kentail." After 1715, when it was owned by William, fifth Earl of Seaforth, who had joined the Stuart cause, it was burned to the ground. The Island is now owned by Lt.-Col. John MacRae-Gilstrap.

Falls of Glomach. A short-distance from the western side of Dornie Ferry, near Ardelve, a byroad strikes northwards along the western shores of Loch Long to the head of the loch. Crossing the River Ling, it proceeds to Killilan, and from thence, by a narrow track, along the northern bank of the River Elchaig to Loch na Leitreach, a beautiful sheet of water among steep, rugged hills. Near the western end of the loch, the River Glomach enters the Elchaig. About a mile up the banks of the River Glomach, reached by a narrow path, are the famous *Falls of Glomach*, which are amongst the finest in the Kingdom. The waters leap over great boulders of rock from a great height and rush in swift resounding torrent to the valley beneath. The Waters of Glomach have their origin in Loch Bhealaich (1242 ft.), which lies in a great mountain plateau beneath Ben Attow (3383 ft.). The distance from Dornie Ferry to the Falls of Glomach is 14½ miles, and while the visit involves a certain measure of exertion, it is more than compensated for by the striking beauty of the scene and the grandeur of the mountain fastnesses in which the Falls have their setting.

From Dornie Ferry the road proceeds westwards within sight of Loch Alsh and the mountain-lands of the Misty Isle of Skye, 10½ miles from the Ferry at

AUCHTERTYRE Schoolhouse, the road to Strome Ferry turns sharply to the right. The road straight on continues to Kyle of Lochalsh, Kyleakin Ferry, and the Island of Skye.

Kyle of Lochalsh Road. From the Schoolhouse the road continues westwards by Kirkton to Reraig on the shores of Balmacarra Bay. Here it proceeds northwards by Balmacarra, and one mile beyond, at the fork roads, left to Kyle of Lochalsh. (The road to the right winds northwards to Plockton and the shores of Loch Carron and Strome Ferry.) Continuing westwards to Erbusaig, where the great expanse of the Atlantic opens up beyond the rocky headlands of the Island of Skye, the road winds by rugged coasts within sight of island-dotted bays to Kyle of Lochalsh, a busy touring centre throughout the summer months, and the western terminus of the Dingwall

and Inverness Railway. The facilities for the conveyance of motor-cars across Kyleakin to the Island of Skye are scarcely in accord with modern motor traffic conditions, but every year witnesses a slight improvement, and the delay in crossing—so long as the weather holds good—must be accepted by the motorist who is on pleasure bent with a large degree of equanimity and good humour not unmixed with a certain regard for that atmosphere of stoicism which is characteristic of life in the North-Western Highlands. For the benefit of the motorist "in a hurry," it is as well to point out now that this leisurely attitude towards life becomes even more pronounced as one travels northwards, but to those who seek a brief respite from the exacting cares of the City, the change will probably come as a welcome release.

(See List of Ferries at end of book.)

From Auchtertyre Schoolhouse the direct road to Strome Ferry rises sharply into Glen Udalain and from thence over a wide tableland of moorland, the highest point being 683 ft. above sea-level. Gradually descending, the road winds into Strath Ascaig and, passing through the hamlet of Achmore, descends steeply to the shores of Loch Carron. (Within half a mile of Achmore the road is joined on the left by the road from Kyle of Lochalsh and Plockton.)

STROME FERRY. By means of a new motor-boat, replacing the old rowing-boat, the ferry facilities have been greatly improved and the delay in crossing is comparatively slight. The passage is made at a point where the hills on either side close in abruptly and rocky headlands form a narrow strait, giving one the impression at first sight that the loch on the right is entirely land-locked. Only when crossing does one get a full view of the loch as it opens out to the West and the broad Atlantic on the horizon.

(See List of Ferries at end of book.)

From Strome Ferry the road winds northwards by the wooded shores of Loch Carron to

LOCHCARRON (or JANETOWN), a clean-looking, straggling village composed of one long straight row of low-set houses overlooking the loch.

Shieldaig and Applecross Roads. Before entering the village of Lochcarron, a road strikes off the left to the head of Loch Kishorn, passing the beautiful residence of Chas. James Murray, Esq., finely situated amidst woods fringing the shores of the Loch.

Tornapress to Shieldaig. Near Tornapress, 7 miles from Lochcarron, the road straight on proceeds by the banks of the River Kishorn through Glen Shieldaig to the village of Shieldaig on the shores of Loch Torridon. At one time a rough road connected Shieldaig with Glen Torridon and thence to Kinlochewe (page 249), but the section of the

road along the south shores of Upper Loch Torridon to Torridon has fallen into disuse in recent years and is now impassable for motor-cars. Before the road is made available for motoring, a new bridge will be necessary over the River Balgy, where that river flows into the loch out of Loch Damh. The Falls of Balgy are amongst the most picturesque falls in the Northern Highlands. The distance from Lochcarron to Shieldaig is 15½ miles.

From Tornapress to Applecross. The road to Applecross turns to the left at Tornapress across the River Kishorn, and after crossing the bridge turns sharply to the left. From this point the road commences a long ascent (2054 ft.). The "climb" begins after crossing the Russel Burn and winds gradually upwards by a long steady "pull," rising steeply over a ridge of Scour na Chaorachan (2600 ft.), whose rugged sides descend precipitately into the valley beneath. Across the valley the scarred and rock-strewn shoulders of Meall Gorm (2825 ft.) tower upwards in grim forbidding outline, imparting a sense of awe to a scene of sublime grandeur. The Glen (or Pass of Bealach nam Bo, "the pass of the wild cattle") as one rises upwards assumes the form of a great amphitheatre of encircling hills that might in some far-off primeval age have been the mighty arena for giants at work in the shaping of these mountain masses, in the twilight of the world—a vast dim region of myth and legend. The road seems a poor frail thing indeed compared with Nature's work as it climbs upwards to the heights above. Yet by the time the summit is reached we realise that man has mastered it by a daring piece of road engineering, an achievement indeed probably unequalled in this country. Towards the final and stiffest part of the ascent there are four or five exceedingly sharp hair-pin bends to negotiate. Here the gradients vary from 1 in 5 to 1 in 9, and much careful manœuvring is required in the process of reversing at the corners. The surface is stony, but the road is finely built and firmly banked and walled. Also, while the engine is cooling, the opportunity is given of a more leisurely view of the scenery, of the extraordinary road which is now plainly visible in the valley beneath, and of the glorious vista of loch and mountain scenery beyond. At the summit the road traverses a wild and desolate moorland waste. Northwards the vast expanse of Applecross Forest spreads towards a great ridge of rugged and treeless mountain-land, and as the road passes downwards from the vast tableland of seeping bog and desolate dark-brown heath one welcomes a sight of the sparkling sea and the blue hills of Skye beyond. Descending Glen Beag, the road reaches the little Highland township of

Applecross, on the shores of the Inner Sound. Until the building of the road by Telford at the beginning of

last century, the only approach to Applecross was by boat. The tradition clings that, owing to its fine situation "amidst the surrounding bleakness and desolation of the mountains, the place was early fixed upon by the monks from Iona as a proper site for a supplementary monastery whence to assail the darkness of roving clans and savage barbarians." At its principal natural haven, Camers-Ferrah, or the Boat Cove, the land was claimed for the "Prince of Peace" by the erection of a large stone cross. Several crosses have been discovered in the neighbourhood—undoubtedly of early Celtic origin. The village is a good fishing centre, and, despite its seclusion, it attracts a certain number of visitors in the summer months. From Applecross the road winds southwards by the shores of the Inner Sound to *Toscaig*, at the head of Toscaig Bay. At the mouth of the bay lies the Crowlin Islands, the largest being Eilean Mor. The islands of Raasay and Scalpay beyond lie close to the shores of the Island of Skye.

From *Lochcarron* the road continues along the shores of Loch Carron past Kirkton and Lochcarron Church to the head of the loch. Here the road winds into Glen Carron past Loch Doule and through the great Forest of

ACHNASHELLACH.

At this point a fine road strikes over the hills by Coulin Forest and Lochs Coulin and Clair into Glen Torridon and thence to Kinlochewe. The road is under the authority of the Forestry Commission, and a permit from the Commissioner in Edinburgh is required before the motorist is allowed to use it.

From Achnashellach the road winds through some fine stretches of mountain and river scenery along the north bank of the River Carron and the shores of Loch Scaven, above which rise the mountain slopes of Carn Leath (2813 ft.), Carn Gorm (2866 ft.), and Moruisg (3026 ft.). Continuing by

LEDGOWAN and the shores of Loch Gowan, the road reaches the little mountain hamlet of

ACHNASHEEN. At this point Route XXXV. (b) from Inverness to Gairloch joins the road on the right. Here the motorist is in a land of straths and bens, dark lonely lochs and bleak, solitary wastes, whose inhabitants are scattered far over the desolate moorlands. Passing their existence amidst the silence of the hills, speaking their mother tongue—"ta Gaelic"—they know little of the dwellers in the cities of the South. Their interests are mainly centred upon their little homesteads and their few sheep and cattle; their lives are passed in an unremitting struggle with an ungrateful soil and a hard climate. These crofters of the Northern Highlands are a sturdy, independent

race, kindly, hospitable, and intelligent—in human essentials the very salt of the earth. To the motorist who longs for the free, open road, the wide expanse of sky, and the invigorating mountain air—who wishes to shake off the dust of the city and the fretting cares of business—the district around Achnasheen cannot be too strongly recommended. Crossing the River Bran, and before reaching the hotel at Achnasheen, the road to Gairloch and the north-west strikes off to the left. Continuing along the northern shores of Loch Rosque, the road winds into Glen Docherty to the finely situated village of

KINLOCHEWE.

At this point a road strikes off to the left by Loch Clair to the eastern shores of Loch Torridon (see note, page 246). The road continues along the north shores of the loch past Torridon House, and a by a narrow mountain byway proceeds westwards by Inver Alligin. From that point the track strikes northwards to the shores of *Little Loch Diabeg* (446 ft.) by a series of stiff gradients 1 in 5 to 1 in 8, descending steeply to Diabeg Bay, an inlet of Loch Torridon, where the road ends.

From Kinlochewe the road winds towards the picturesque shores of Loch Maree. The loch is 18 miles long, and on its dark waters lie numerous bush-clad islands, many of them inhabited by roe-deer. One of the islands, Eilean Maree, contains the ruins of a chapel and a Culdee cell, said to have been founded by St. Maree from Iona. In the ancient burying-ground is the grave of a hapless pair whose story recalls the tragedy of Romeo and Juliet. A prince and princess, of noble Celtic houses at feud with each other, had agreed to get married here, and when the prince arrived, the princess had herself laid out in state as if she were dead. The lover, overpowered with grief, drew his dagger and plunged it into his heart. The princess, determined not to survive him, followed his example, and two stones mark the spot where they are buried. Such is the legend of Eilean Maree. The steep, rugged slopes of Ben Slioch, over 3000 ft. in height, give the loch a sombre appearance, which greatly enhances its wonderful beauty and romantic charm.

Passing Victoria Falls, a short distance on the left beyond Loch Maree Hotel, the road leaves the shores of the loch and strikes westwards to the shores of the Gair Loch by Kerrysdale.

GAIRLOCH is one of the beauty spots of the Northern Highlands, and attracts many visitors from all parts of the country during the summer months. The picturesque row of white-washed cottages nestle snugly by the shores of the loch, which is dotted with little islands, and from the road above the bay the scenery is of the most varied description, including a fine stretch of golden sands and multi-coloured rocks, deep blue waters and a vast expanse of ocean, and, across the "Sound," the northern mountain-lands of the Isle of Skye. Gairloch

came into prominence during the War, as it was here that the members of the British Cabinet, including the Prime Minister, found a favoured and sheltered retreat during a crisis in the Great War and where numerous Cabinet meetings of great import were held. In the neighbourhood stands the ancient home of the Mackenzies—Flowerdale House, a picturesque eighteenth-century mansion. The grounds comprise a beautiful park and lawn, and the extensive gardens contain some unique specimens of palm and fir trees.

From Gairloch the road continues northwards to the quaint old village of

POOLEWE, where it crosses the Ewe River, which flows out of Loch Maree into Loch Ewe. The road now proceeds along the eastern shores of Loch Ewe to

AULTBEA, opposite which lies the Isle of Ewe. Again the road strikes inland to the shores of Gruinard Bay, passing the clachans of *First Coast* and *Second Coast.* Rounding the shores of the bay, the route continues to the high road above the shores of Little Loch Broom. By a long, straight, and rapid descent the road, at this part cut out of the solid rock, winds downwards by the shores of the loch to the clachan of

DUNDONNELL. From this point the road gradually ascends through Strathbeg over the vast moorland known as Dundonnell Deer Forest.

A short distance beyond the Inn a rough mountain road strikes off to the left across the hills to Aultnaharrie, on the shores of Loch Broom opposite Ullapool. The road rises 606 ft., and the descent to Loch Broom is stiff and tortuous. The hill is an interesting "climb" in Motor Reliability Trials—the gradients varying from 1 in 4 to 1 in 8.

Passing into Strathbeg and following the course of Strathbeg River, the fine mountain range of the Challich Peaks come into view on the right. The scenery here is of the wildest description, the mountains rising to a height of 3500 ft. The most prominent and most striking summits are An Teallach (3483 ft.) and Sgurr Fiona (3474 ft.). Crossing Dundonnell Forest the road rises 1080 ft. The grandeur and solemnity of the landscape as the road winds into Dirrie More and the depths of the Fannich Mountains continually remind one of Glencoe and many impressive scenes amidst the Grampians. The road enters the lower end of Dirrie More near

BRAEMORE. Here the road crosses the Droma by a picturesque bridge and strikes off to the left to Ullapool. Route XXXV. (c), Inverness to Ullapool, here joins the road on the right (page 272). A stop should here be made to visit the beautiful Falls of Measach. They are easily reached by a number of paths through the woods on left-hand side of the

road after crossing the bridge and proceeding towards Ullapool. The River Droma, flowing out of Loch Droma in the Dirrie More, here swiftly descends into a long narrow chasm by a series of beautiful cascades and rushing torrents. The rocks on either side are thickly dotted with dense woods and foliage that climb from the rocky edge of the swirling waters, and the sombre hills close in steeply on the gloomy depths of the glen beneath. A foot-bridge in the heart of the ravine gives the visitor a fine view of the Falls and of the river as it descends in rapid currents through Strath More into Loch Broom.

INVERLAEL. Here the road reaches the head of Loch Broom and winds along the eastern shores of the loch by Ardcharnich and Leckmelm to

ULLAPOOL. The village was established by the British Fisheries Association in 1788, and it is now a place of considerable importance on the north-west coast—especially in the summer months when a large number of visitors are attracted to the neighbourhood. It is now a popular centre for tourists and anglers and there is a regular steamer service in the holiday season, many of the boats making this the last place of call before crossing to Stornoway and the Outer Hebrides. Roads and hotels have been greatly improved in recent years.

From Ullapool the road continues within sight of Loch Broom, and at Ardmair reaches Loch Kanaird. At this point the road winds upwards into Strath Kanaird and the mountain-lands of Coigach.

> At Drumrunie Old Lodge a byroad strikes off to the left by Loch Lurgan to the low-lying shores of Enard Bay and winds northwards by Inverkirkaig to Lochinver. Another road proceeds southwards from Enard Bay to Achiltibuie and Polglass on the shores of Loch Broom, within sight of the Summer Isles. These roads are not yet adapted for motoring, but in dry weather they are quite passable and afford the tourist many picturesque glimpses of the sea and the island-dotted lochs that abound on the north coast.

From Drumrunie Old Lodge the road passes over a wide stretch of moorland, with the twin peaks of Cul Mor (2786 ft.) and Cul Beag (2525 ft.) on the left and the bold ridges of the Cromalt Hills on the right. The highest point on the road is reached near Knockan (757 ft.), where it descends past Elphin into a wide valley watered by innumerable streams and moorland lochs. Proceeding by the shores of Cam Loch on the left and within sight of Loch Urigill on the right, the road reaches

LEDMORE, near Loch Borrolan, on which *Altnacealgach Hotel* is situated. Here Route XXXVI. (a), Bonar Bridge to Lochinver, joins the road (page 276). From *Ledmore* the road proceeds northwards by Loch Awe and continues by the banks

of the River Loanan on its way to Loch Assynt. Near the south-east end of the loch the road reaches

INCHNADAMFF, one of the most frequented angling centres in the Northern Highlands, finely situated in the shadow of the lower slopes of Ben More Assynt.

SKAIG BRIDGE. At this point, 2 miles from Inchnadamff, the road to Kylesku Ferry leaves the shores of Loch Assynt and strikes off to the right.

Lochinver Road. The road straight on, continuing by the shores of Loch Assynt, proceeds westwards to Lochinver. The road is in good condition and there are many picturesque glimpses of moorland and river scenery as it enters the valley, through which winds the River Inver from Loch Assynt to the sea at Loch Inver. The village is finely situated at the head of the loch and is a busy place in the summer months. It has a good harbour and is an important place of call for steamers serving the north-west coast and Stornoway. The fishing season is short, and the development of the place has been slow owing to the lack of up-to-date transport facilities. Within recent years there has been a slight improvement in this direction, and there is little doubt that Lochinver will one day become one of the most important and most thriving touring centres on the West Coast. The coast road from Drumrunie by Inverkirkaig enters Lochinver from the south. Northwards another byroad winds along the rock-bound coasts by Loch Roe and the Bay of Stoer. Here it strikes eastwards within sight of Eddrachillis Bay by *Clashnessie*, *Drumbeg*, and *Glen Leirg* to Loch Cairnbawn, joining the direct road from Loch Assynt to Kylesku Ferry near Ullapool. Between Drumbeg and Kylesku the road as it abruptly descends to Loch Cairnbawn is rough and tortuous, and some stiff gradients require to be carefully negotiated. The Quinag (2653 ft.) and Glasven (2541 ft.) stand out in bold outline on the right.

From *Skaig Bridge*, before crossing the River Skaig, the road to Kylesku Ferry rises abruptly from the shores of Loch Assynt, reaching a high plateau (813 ft.) extending to the rounded slopes of Quinag (2653 ft.) on the left and the mist-capped summits of Glasven (2541 ft.), Ben Uie (2384 ft.), and Ben More Assynt (3273 ft.) on the right. Descending the valley, into which the Ullapool Burn winds downwards from Loch Ganvich to Loch Coul, the road reaches

KYLESKU FERRY. Since the introduction of an excellent motor-boat service by the Royal Scottish Automobile Club, the touring facilities of the district have been greatly enhanced, and the beautiful scenery of mountain and glen and loch now attract many visitors to whom the north-west coast has hitherto been a sealed book. With the steady increase of

motor-car traffic the roads will receive greater attention, and the local road authorities are now in communication with the Ministry of Transport with a view to necessary improvements being carried out. Three beautiful and picturesque lochs converge at Kylesku—Glendhu, Glencoul, and Cairnbawn.

From *Kylestrome*, on the north side of the Ferry, the road winds along the northern shores of Loch Cairnbawn and proceeds northwards by Badcall on the rocky island-studded shores of Edrachillis Bay to

SCOURIE, the centre of extensive loch fishings. The roads in the neighbourhood are soft, very stony, and narrow. From Scourie the road now passes northwards to Loch Laxford and

LAXFORD BRIDGE. Crossing the River Laxford, the road strikes northwards towards Rhiconich and Durness.

On the right, before crossing the river, a road proceeds southwards by Loch Stack and Loch More and Loch Merkland, and thence by the shores of Loch Shin to Lairg and Bonar Bridge (Route XXXVI. (b), page 278).

From Laxford Bridge the road crosses a fine stretch of moorland studded with innumerable lochs and streams to

RHICONICH, where it passes the River Bhaid, which here enters Loch Inchard on the left.

After crossing the river, a road strikes off to the left along the shores of Loch Inchard to Kinlochbervie. Beyond this point the road comes to an end at the little hamlet of Sheigra. "As the crow flies" the distance from this spot to Cape Wrath is 11 miles. As there is no road, Sheigra cottages form at present the most northerly point of Scotland to which one can travel by car by the West Coast.

From *Rhiconich* the road takes a north-easterly turn across a wide stretch of moorland and enters Strath Dionard, through which the River Dionard winds into Kyle of Durness, near the head of the loch. Many interesting examples of Pictish Towers are seen on the right-hand side of the road. The road continues by the shores of Loch Durness for a distance of 3 miles, where it leaves the loch-side, and at the fork roads, near a cluster of houses at Keoldale, it strikes off to the right for Durness.

Cape Wrath. "No road." A short distance to the left, beyond Keoldale, a road proceeds to the Ferry on the shores of Loch Durness. There are no facilities here for the conveyance of cars or cycles. The ferry, owned by the Northern Lighthouse Commissioners, is chiefly used in connection with the lighthouse at Cape Wrath. The distance from the western shores of the loch to Cape Wrath is 12½ miles by a rough country road, not yet traversed by motor-car. The scenery around Cape Wrath

is of the wildest description. Stupendous cliffs, washed and scarred by Atlantic seas and battered by storms that sweep the Pentland Firth, rise sheer from the sea to a height of over 600 ft., offering a scene of striking grandeur. On a lofty cliff jutting boldly into the sea stands the great Lighthouse of Cape Wrath, whose light, alternating white and red, is visible for 27 miles. From Cape Wrath southwards to Kinlochbervie (page 253) the great cliffs and rocks that rise precipitously from the Atlantic shores form the haunts and breeding-places of great numbers of gulls, cormorants, guillemots, and razor-bills.

DURNESS ("wild animal headland") is a straggling weather-beaten village, facing the Pentland Firth, situated on a narrow neck of land between Balnakill Bay, at the mouth of Kyle of Durness, and Sango Bay, an inlet of the Pentland Firth. At one time it was a hunting seat of the Bishops of Caithness and later of the Lords of Reay. The church, now a picturesque ruin, was erected in 1619 and was built on the site of an earlier ecclesiastical building. In the recess of the south wall is the tomb of a member of the ancient family of Mackay, with the following inscription :—

"Donald Makmurchor hier lyis lo,
Vas il to his friend, var to his fo,
True to his maister in veird and vo.—1623."

A mile east of Durness is the famous cave of "Smoo," 110 ft. wide and 53 ft. high at its mouth, and penetrating into the limestone a distance of 140 ft. Pictish and Norse remains and stones and other relics of great antiquity have been discovered from time to time in this wild and barren neighbourhood.

Skirting the northern coast within sight of the Pentland Firth, the road reaches the shores of Loch Erriboll and proceeds southwards to the head of the loch, where it crosses Strath Beag. The mountain-lands of the great Forest of Reay rise upwards in lofty peaks to the south. The road now strikes northwards along the eastern shores of Loch Erriboll.

From Erriboll, on the shores of the loch, a mountain road strikes off to the right by Loch Loyal into Strathmore and thence to Altnaharra (Route XXXVI. (c), page 280).

About 8 miles from the head of the loch at Hellim, the road proceeds eastwards by the northern shores of Loch Hope across the vast moorland wastes of A'Mhoine (pronounced "Moin") to the shores of the Kyle of Tongue. On this part of the route, looking southwards, there are many fine views of the hills of Sutherlandshire, the great peak of Ben Hope (3040 ft.) dominating a scene of mountain grandeur and dark, forbidding moorland. On reaching the shores of Kyle of Tongue, the road turns off to the right.

Here a road strikes northwards along the shores of Kyle of Tongue to the village of Melness, ending at Midfield, where the coast-line is of a wild and rugged character.

The village of Tongue is seen directly opposite, but there are still no ferry facilities at this point for the conveyance of motor-cars, and miles of road have to be traversed, southwards round the head of the loch. Crossing the Amhainn Ceann Locha, flowing out of Loch an Deerie into the Kyle, a striking view of Ben Loyal (2504 ft.) is obtained, the pointed heights giving one the impression of a giant castle set high above the moorland. The road now winds northwards by the eastern shores of Kyle of Tongue to

TONGUE, an interesting and picturesque village of considerable fishing and agricultural activities. The district is becoming more widely known and is one of the most popular angling resorts on the north coast. A modern motor-boat ferry across the Kyle would greatly encourage touring in this beautiful district, rich in sea and mountain and river scenery, and full of interest to historian and antiquarian. It overlooks the Kyle and the remains of many ancient forts and brochs and stone circles, and in the neighbourhood are many large caves. The most striking antiquity is Castle Varrich, at one time a place of great strength and the ancient seat of the chief of the Clan Mackay, Lord Reay. Only the outer walls remain —from 4 to 5 ft. in thickness. A fierce feud conflict occurred at Drumnacoub, near Tongue, in 1427 as the result of the Mackays' lands in Strathnaver being forfeited to the Murrays.

From Tongue the road strikes eastwards, crossing the River Borgie at Borgie Bridge, and farther on it winds into Strathnaver, through which the River Naver flows into the beautiful Bay of Torrisdale, on the eastern shores of which stands the finely situated village of

BETTYHILL. The village is named after Elizabeth, Countess of Sutherland. In the churchyard of Farr, near Bettyhill, stands a Celtic Cross slab, exhibiting a most interesting example of early Christian stone carving. It is 7½ ft. in height, with ornamental spirals and characteristic interlaced work, the ornamentation including a figure of two birds with their necks intertwined. The stone is one of the finest specimens of Celtic art which has come down from the early Christian period, and it is in an excellent state of preservation.

From Bettyhill the road now proceeds eastwards within sight of the rugged weather-beaten coast-line of the North of Scotland. The scenery is of a wild and bleak description, the fierce winter seas ceaselessly lashing the shores in their fury, and breaking into foam amidst the little bays and inlets that indent the coast.

PORTSKERRA, near the mouth of the Melvich Bay, is a picturesque little fishing village.

MELVICH, overlooking the bay, is a small collection of white-washed cottages strikingly situated above the shore and attracts many visitors during the summer months. It has lately become a popular resort amongst anglers. Opposite the hotel there is a curious stone shelf fitted into the wall where the old toll gate stood, which is said to have been used for depositing letters and parcels in early times.

From Melvich, after crossing the River Halladale, a road strikes southwards through Strath Halladale by Forsinard Inn, Auchentoul, and Kildonan to Helmsdale, 40¼ miles (Route XXXIV., page 264).

Crossing the River Halladale, which flows into Melvich Bay, the road proceeds through

REAY, near Sandiside Bay. The headquarters of the Clan Mackay were at Reay in the sixteenth and seventeenth centuries. Sandiside Bay abounds with circles and cairns of the Stone Age. Farther along the coast the road crosses the Bridge of Forss near

LYBSTER and proceeds to Thurso, the most important town on the north coast. Before entering the town, a road strikes off to the left to Scrabster. In early times Scrabster Palace was the northern residence of the Bishop of Caithness.

THURSO (pop. 3335). For centuries the town carried on trade with Norway, Denmark, and the Low Countries. In 1633 it was erected into a Burgh of Barony by Sinclair of Ulbster. For nearly two centuries afterwards it had all the importance of a county town. Finely situated, the place has maintained its position as a prosperous market-town, and has some fine public buildings and a good museum, which contains many sculptured stone slabs and Celtic crosses discovered in the neighbourhood, including the "Skinnel" Stone. The ancient Church of St. Peter's is of great historic interest and forms the most imposing ecclesiastical ruin in the county. Thurso Castle was the birthplace of Sir John Sinclair (1754–1835), editor of the first *Statistical Account of Scotland*, a work of great national importance.

From Thurso, after crossing the river, a good road strikes southwards. At the fork roads near Hoy Station the road continues to the left by Watten to Wick, the road on the left proceeding by Mybster to Lybster and Latheron.

Proceeding eastwards and crossing the River Thurso, the road continues by the shores of Dunnet Bay to

CASTLETOWN.

At Castletown the main road to the south strikes off to the right by Bowermadden, Hastigrow, Killimster, and Teiss to Wick, distance 15¾ miles.

XXXIII. Fort William to John o' Groat's (North-West Coast)

From Castletown the road to John o' Groat's winds northwards by the shores of Dunnet.

DUNNET. North of the village a road strikes northwards to the lighthouse on the rocky headland of Dunnet Head, the most northerly point of the Caithness coast, and which overlooks the turbulent waters of the Pentland Firth and across the Firth to the low-lying coast line of the Orkney Islands.

The Firth extends eastwards from this point to Duncansbay Head, a distance of about 15 miles.

From Dunnet the road winds along the southern shore of St. John's Loch and continues within sight of the giant rocks and stacks and precipitous cliffs of Scarsferry and Mey to Gills Bay. Across the bay, beyond the Inner Sound, is seen the rocky Island of Stroma, and, on a clear day, the islands of Hoy and South Ronaldshay.

From Gills Bay the road proceeds through Huna to

JOHN O' GROAT'S. Here the road proceeds southwards along the shore by Bonar Bridge and Dingwall to Inverness (Route XXXIV., page 258).

ROUTE XXXIV

INVERNESS to JOHN O' GROAT'S

By Beauly and Bonar Bridge—153¾ Miles

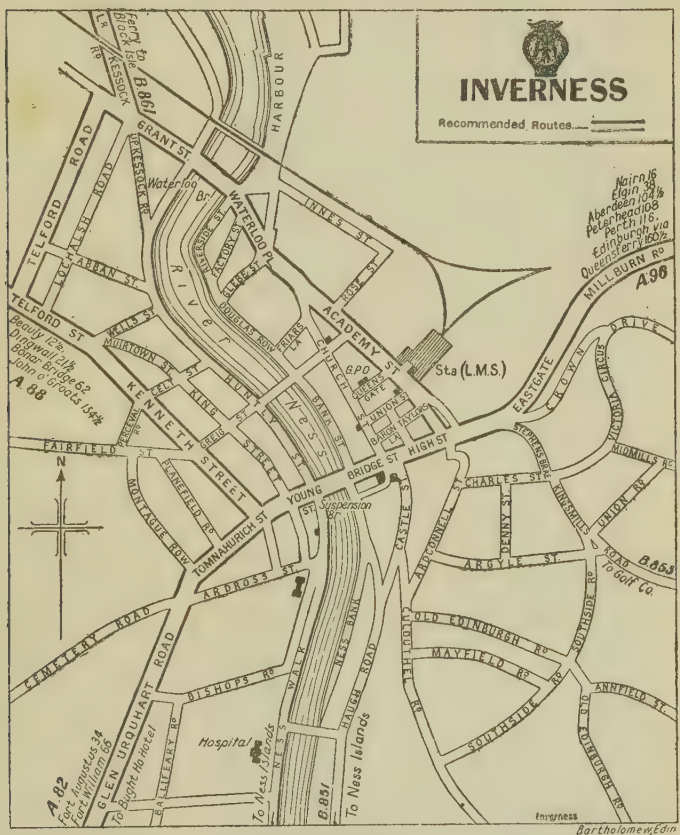
DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Inverness to		
Lovat Bridge	11	11
Beauly	1½	12½
Dingwall	8¾	21¼
Invergordon	13¾	35
Tain	11¾	46¾
Bonar Bridge	15	61¾
Clashmore Inn	9½	71¼
"The Mound"	7¼	78½
Golspie	4½	83
Brora	5¼	88¼
Helmsdale	11½	99¾
Berriedale	10	109¾
Borgue	2¾	112½
Lybster	11	123½
Wick	13¼	136¾
John o' Groat's House	17	153¾

INVERNESS (pop. 20,944). The "Capital of the Highlands" is strikingly situated on both banks of the River Ness, near the junction of the Inner Moray and Beauly Firths. Of great antiquity, the town has had a long and chequered history. It undoubtedly existed before the sixth century, when it emerges as the capital of the Pictish Kingdom. Brude, King of the Picts, is believed to have had a fort on the summit of Craig Phadrig (near the entrance to the Caledonian Canal), overlooking his metropolis of mud-and-faggot huts. History tells of the visit of Columbia from Iona to the Pictish Capital, with the design of converting King Brude to Christianity. At a later period, on rising ground to the east of the town, a castle was erected as a residence of the Scottish Kings. Here one story places the murder of Duncan by Macbeth. Malcolm Canmore destroyed the fortress and erected another, on the site of the present County Buildings. Through the days of Bruce and Edward I., the Stuart Kings, Mary Queen of Scots, and the Jacobite Rebellion, Malcolm's Castle continually changed hands, until in 1746 it was blown up by the Highlanders. Twenty years prior to this it had been considerably altered. Between 1726 and 1729 it was occupied by General Wade and his troops while building the road through the Great Glen to Fort William and from Inverness south to Dunkeld and Crieff. The most tragic incident of many associated with the Castle was enacted in 1427 when James I. summoned the Northern

Barons to a Parliament there. Fifty chiefs were seized on their arrival and imprisoned. Many were afterwards executed on Castle Hill, a summary proceeding on the part of James, by which he hoped to quell all further disturbances in the Northern Highlands.

The "Castle" which now occupies its site (overlooking the Suspension Bridge) consists of the County Hall and the


INVERNESS
Recommended Routes
Ferry to Black Isle
Kessock Rd
B.861
GRANT ST
HARBOUR
Waterloo Br
WATERLOO PL
INNES ST
TELFORD ROAD
KESSOCK RD
ARDEN ST
TELFORD ST
WELLS ST
MURRAYTOWN ST
KENNETH STREET
KING ST
QUEEN ST
ACADEMY ST
G.P.O.
Sta (L.M.S.)
UNION ST
BANK
HIGH ST
BRIDGE ST
FAIRFIELD ST
YOUNG ST
Suspension Br
CHURCH ST
CASTLE ST
DENNY ST
CHARLES ST
ANNCHAPEL
MIDMILLS RD
UNION RD
ARGYLE ST
MONTAGUE ROW
TOMNAHURICH ST
ARDROSS ST
CEMETERY ROAD
GLEN URQUHART ROAD
BISHOPS RD
OLD EDINBURGH RD
MAYFIELD RD
SOUTHSIDE RD
ANNFIELD ST
OLD EDINBURGH RD
Hospital
To Ness Islands
B.851
To Ness Islands
A.82
Fort Augustus 34
Fort William 66
To Bught Hotel
Inn
Inn
Inn

on the wooded slopes of Tomnahurich is probably unique in this country. The town has a number of industries on a small scale, but its chief interest lies in the fact that it is the great touring centre of the North and the link between the Northern Highlands and the South. At this point the Great North Road passes as through the "neck of a bottle." Only a narrow strip of fertile valley, through which the River Ness winds (and the northern end of the Caledonian Canal), separates the Moray Firth and the North Sea from the waters of the Great Glen and the shores of the Atlantic.

The route to the north leaves Inverness by the Suspension Bridge, straight along Young Street and Tomnahurich Street for 200 yards, turning to the right into Kenneth Street, thence into Telford Road. Crossing the bridge over the Canal at *Muirtown*, the road continues to the right by Clachnaharry (The Watchman's Stone). The village takes its name from the rocks above, where in the old freebooter days the natives had a sentinel stationed to warn them of the approach of marauders.

The road now winds westwards along the southern shores of the *Beauly Firth* by the hamlets of *Bunchrew*, *Lentran*, and *Bogroy*. Before crossing the River Beauly the towers of the stately residence of Lord Lovat—Beaufort Castle—are seen amongst the trees on the left.

LOVAT BRIDGE. Here the route strikes due north to the right after crossing the Bridge.

The road straight forward proceeds to Glen Affric. (See Route XXXV. (a), page 268.)

From *Lovat Bridge* the route continues through the picturesque village of

BEAULY (pop. 805), at the head of the Beauly Firth. The ruins of a Priory, founded in 1230 by John Bisset of Lovat, may still be seen, and in the neighbourhood are many objects of interest to the archæologist and historian. A few miles beyond Beauly stands the Church of Gillechroist, now used as a burying-place and in which, on a Sunday morning in 1603, a whole congregation of the Mackenzies were burned by the Macdonalds of Glengarry, not one being allowed to escape. The friends of the victims, however, gathered in force and went in pursuit, and so thoroughly was the dastardly act avenged that scarcely one of the Macdonalds reached home.

The route proceeds by an easy undulating road through

MUIR OF ORD. At the head of the village the road turns to the left and, after crossing the railway, proceeds at the fork roads to the *right*.

The road straight on proceeds *westwards* to Gairloch and Ullapool. (See Route XXXV. (b), page 270.)

Photo : Valentine

Waterloo Bridge, Inverness

XXXIV. Inverness to John o' Groat's (Beauly and Bonar Bridge)

From Muir of Ord a road strikes *eastwards* into the "Black Isle," by Fortrose to Cromarty at the mouth of Cromarty Firth. (See Route XXXV. (d), page 274.)

From Muir of Ord the road proceeds northwards to the valley of the River Conon. On the left stands *Brahan Castle*, an imposing building, formerly castellated, the last seat of that once large land-owning family, the Mackenzies of Seaforth. It contains a collection of valuable pictures, and some interesting relics of the olden time. Considerable interest attaches to the family portraits owing to the remarkable way in which certain prophecies attributed to a Seer, known as the Brahan Seer, were fulfilled regarding the ultimate extinction of the Seaforth family. The existence of the prophecy, long prior to its fulfilment, seems to be well authenticated. As predicted, the last Chief had four sons and he outlived them all. The sign by which it was to be known when the day of doom had arrived was the contemporaneous appearance of various different physical defects in four other Highland chiefs, all of which are said to have actually occurred before the death of Seaforth, the last male representative of his race, in 1815. The "prophet of evil"—Coinneach Odhar—was roasted to death at Fortrose about the middle of the seventeenth century. The Castle occupies a commanding site on a bank midway between the River Conon and a range of picturesque rocks. The Castle was visited by General Wade in 1724, when engaged in enforcing the Disarming Act of 1719, a proceeding which eventually led to the General recommending to the Government the construction of the series of highways throughout the Highlands known as "Wade's Roads." Crossing the River Conon by

CONON BRIDGE, the road skirts the shores of Cromarty Firth to

DINGWALL (pop. 2323). Erected in 1227 into a Royal Burgh by Alexander II., the town continued to figure in history throughout the days of the Stuart Kings and Queens. The town is pleasantly situated at the mouth of the fertile valley of Strathpeffer, and is a place of considerable importance in farming and business circles, its interests extending into a vast area north and south, and as far west as the Atlantic coast. It has a large number of public buildings and churches and is well laid out. Only a vestige remains of the ancient Castle of the Earls of Ross, who were amongst the most powerful barons north of Inverness. An obelisk 57 ft. high stands in the town, erected by the Earl of Cromarty to distinguish the burying-place of the family. The quaint old Courthouse bears the date 1730. The Hector Macdonald National Memorial attracts the attention of the visitor on entering the wide main street. Sir Hector Macdonald, the distinguished British General, was born of humble parents at the hamlet of Rootfield, in the "Black Isle," and the monument was erected in 1905 at a cost of £2000. The tower (100 ft. high) is in the Scottish Baronial style, and from the top a wide view of the rich

lands of the "Black Isle," the rounded slopes of Ben Wyvis, and the Ross-shire Alps is obtained on a clear day.

From Dingwall a fine road strikes westwards through *Strathpeffer* to Gairloch and Ullapool. (Route XXXV. (b), page 270.)

From *Dingwall* the route continues along the shores of Cromarty Firth by Evanton and Alness. Within a short distance of the latter village the direct road proceeds northwards by *Altnamain* to *Easter Fearn*, where it joins the coast route by *Invergordon* and *Tain*.

INVERGORDON (pop. 1384) is finely situated on a promontory between Nigg Bay and the Cromarty Firth. It is a place of tragic memory through the sinking of H.M.S. "Natal" in the harbour during the War. Near the town the residence of Macleod of Cadbol—Invergordon Castle—is seen nestling amidst the trees. On the opposite shore, across the narrow mouth of Cromarty Firth, stands the quaint old town of Cromarty.

Passing through Invergordon, the road proceeds along the shores of Nigg Bay, and crossing the River Rory at Garrick Bridge, continues by a gently undulating road to

TAIN (pop. 1551), for many centuries the capital of Ross-shire. It commands a fine open view of the Dornoch Firth. The chief object of interest in the town is the *Church of St. Duthus*, erected by Thomas, Bishop of Ross, in 1350, and used as the Parish Church till 1815, after which it was allowed to fall into ruins. It was restored between 1877 and 1882, and contains many interesting memorial windows, and a monument to Patrick Hamilton, the youthful Abbot of the Monastery of Fearn, "the first Preacher of the Reformation in Scotland, and the first to seal its doctrines by a martyr's death." Near the town stand the ruins of a Chapel erected in 1200 to St. Duthus, "chief Confessor of Ireland and Albin." In the days of the "auld religion" thousands of pilgrims visited the shrine, including the Kings and Queens of Scotland. It was from this sanctuary that the Queen and daughter of King Robert the Bruce were taken prisoners by the Earl of Ross, and delivered up to the English. The fine golf course, exceptionally small rainfall, and bracing air attract many visitors. At the fork-roads west of Tain the road continues to the left along the shores of the *Dornoch Firth* (the road to the right leading to Meikle Ferry, which has no facilities for the transit of motor-cars). Passing through the little hamlets of *Edderton*, *Easter Fearn*, and *Wester Fearn*, the road turns off to the right at *Arday*, and a short distance further on crosses the mouth of the beautiful valley of *Strath Oykell*, through which runs the river of that name, by

BONAR BRIDGE (pop. 331). From this point the route now strikes off in a north-westerly direction, following the

coast-line to Wick and the north. Numerous roads radiate westwards from Bonar Bridge to the *Atlantic*, and northwards to the coast-line which extends along the *North of Scotland*. These roads are briefly described under Route XXXVI. (a), page 276.

From Bonar Bridge the road proceeds along the northern shores of the *Dornoch Firth*, past Creich Church, and winds through finely wooded glens by the little village of Spinningdale to

CLASHMORE INN, where the route strikes off to the *left*. The towers of *Skibo Castle*, the magnificent Highland home of the late Mr. Andrew Carnegie, LL.D., whose benefactions are world-wide in their scope, are seen amidst the trees on the right. The ancient town of *Dornoch* lies about 2 miles on the right of the road from Clashmore Inn. The capital of Sutherlandshire, it was erected into a Royal Burgh in the reign of Charles I. The *Cathedral*, built in the thirteenth century, was burned in 1570 in a clan fight. Restored in 1837 by the late Duchess of Sutherland, it is now used as the Parish Church. The building contains the burial vaults of the Earls of Sutherland, descendants of the Flemish soldier of fortune, Freskin de Moravia, who in the twelfth century dispossessed the Celtic Mormaers of Moray. The last execution for witchcraft in Scotland took place at Dornoch in 1722. The Dornoch golf links are amongst the finest in the Kingdom.

From Clashmore Inn the route proceeds through fine pastoral scenery to

"THE MOUND," at the head of Loch Fleet. The place takes its name from an embankment 1000 yards long, constructed at a cost of £12,500 by the Commissioners of Highland Roads and Bridges to carry the road across the Loch, and obviate the use of the "Little Ferry" at the narrow entrance to the bay.

A road strikes westwards from the Mound by Rogart to Lairg (14¾ miles).

Passing Mound Station, the route proceeds to the picturesque village of

GOLSPIE (pop. 890), a popular seaside resort and a fine golfing centre. Beyond Golspie stands the magnificent *Castle of Dunrobin*, the seat of the Duke of Sutherland. The building is of unknown antiquity, and in 1847 considerable additions were made to the historic structure. Queen Victoria, King Edward VII. and Queen Alexandra, and many members of the Royal Family have visited the Castle from time to time, and the Sutherland family give the public every opportunity of exploring the beautiful grounds and finely wooded Glen of Dunrobin. Near Golspie, on Beinn-a-Bhraigie, stands a monument to the first Duke of Sutherland. Dunrobin Museum contains a representative collection of interesting historic relics discovered in the neighbourhood at various

periods. Proceeding by a finely made road by the winding shores of the Moray Firth, the route enters

BRORA (pop. 744), an old-world village with a magnificent golf course, situated at the mouth of the Brora River. Established at the beginning of the seventeenth century as a Burgh of Barony, it is now an important industrial centre. It possesses a wool mill, distillery, brick-works, a coal-mine, quarries, and fishings.

Continuing along the shores of the Firth, the road passes through the quaint old villages of *Loth*, *West Garty*, and *Portgower*, to

HELMSDALE (pop. 752), the centre of an extensive fishing district. Near the town are the ruins of *Helmsdale Castle*, built in 1488 by a Countess of Sutherland, and the scene in the next century of the tragic death of the Earl and Countess of Sutherland by poison.

> **Forsinard Road.** From Helmsdale a road strikes northwards through *Strath Ullie* and *Strath Halladale* to *Melvich* on the north coast (40¼ miles) (Route XXXIII.). The road passes through some fine river and mountain scenery, and is fairly level and in good condition throughout. The district in the neighbourhood of *Forsinard*, a favourite angling resort, and by the shores of Loch an Ruathair in *Auchentoul Forest* is of an exceptionally picturesque character.

From *Helmsdale* the road gradually winds by a long stiff ascent to the summit of the "Ord of Caithness" (747 ft.), a broad rocky plateau rising abruptly from the sea, and a conspicuous landmark for miles around. The gradients vary from 1 in 9 to 1 in 15. In recent years the road has been considerably improved. From the summit the view is of an impressive description, embracing a magnificent stretch of rocky coastline and the vast expanse of the North Sea. The road gradually descends to

BERRIEDALE. From Berriedale there is a long sharp ascent from the bridge which crosses the River Berriedale. The gradients vary from 1 in 6 to 1 in 12, but there are no awkward bends and the "climb" is in no sense severe. The road surface is in good condition and finely graded. The village has a picturesque situation at the mouth of the Berriedale and Longwall Rivers, near the southern termination of the cliffs and "stacks" which form so striking a feature of the coast of Caithness-shire. The ruins of the ancient Castle of the Earls of Caithness recall the tradition of Big William, son of Hector, who had his grave cut out of the soil near the Castle prior to his setting forth upon a raiding expedition to the Orkneys with one of the Earls of Caithness. The place still retains the name of the Long Grave.

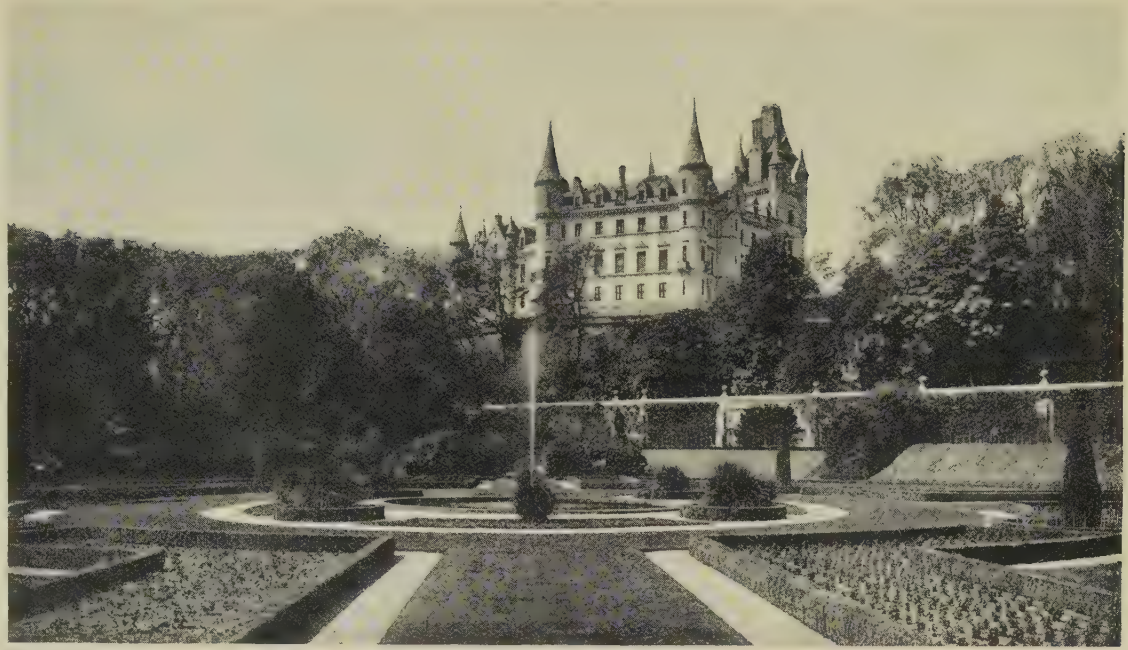


Photo : Valentine.

Dunrobin Castle from the Gardens.

BORGUE. Passing the picturesque *Castle of Dunbeath*, captured by the great Marquis of Montrose in 1650, the road winds within sight of the sea to

LATHERON. A picturesque village on the coast. Many unique *sculptured stone slabs* have been discovered in the neighbourhood, the most interesting of these being the "Ogham" Stone. "Hut Circles" also occur in the neighbourhood of *Latheron*, *Forse*, and *Berriedale*; and "Brochs," serving both as dwellings and as places of strength, have been excavated, yielding querns, weaving-combs, and spindles, as well as articles of personal adornment. The latest of these must have been in use when the Gaelic missionaries reached Caithness, and the builders of these brochs were people of advanced knowledge of farming and masonry. Earth-houses and many sculptured stones have also been found in various parts of the county and along the coast belonging to Pagan, Norse, and Christian periods. Along with Orkney, Caithness was a valuable source of food-supply for Norway about the tenth and eleventh centuries, and many Norsemen settled in Lowland Caithness and soon acquired control of the coast and what they called Sudrland (South land) under their Viking leaders, who assumed the title of "Jarls of Orkney and Caithness."

From *Latheron* a fine road strikes northwards by *Mybster* to *Thurso* (24½ miles) where it joins Route XXXIII. (page 256). This was the first, as it still is the most important, road in the county. It was constructed between 1785 and 1790 under the direction of Sir John Sinclair by means of statute labour. *Halkirk*, a little to the left of the route (6½ miles from Thurso), was the seat of the Bishopric of Caithness until 1222. In 1198 Bishop John was attacked by a follower of Jarl Harold, and William the Lion invaded the county in 1202, compelling the Norse Jarl to make submission and deliver up his daughter Matilda as a hostage for his good behaviour.

From Latheron the route continues by the coast to

LYBSTER (pop. 558), at one time a thriving fishing centre. The place was known to the Scandinavians as "The Brother's Port." The harbour at one time was one of the largest on the north-east coast, but was choked up by a great land flood. The fishing industry has been gradually declining along the coast.

Proceeding by easy undulating roads of good surface through Ulbster and Thrumster, the route continues to the ancient capital of Caithness. If the county suffers from lack of forest or woodland, the wonderful coast scenery provides ample compensation to the tourist. The deep rugged "goes" and protecting "stacks" and headlands resound with the roar and tumult of the ocean, whose waves surge in fury upon the rocks when the gales blow down from the north. Nowhere in Britain is there finer or more impressive rock scenery than on the scarred and rugged coasts of Caithness.

WICK (pop. 8115), a Royal Burgh (1589), stands at the head of Wick Bay, and is the centre of a large herring fishery. At one time it was one of the chief centres of the whaling industry. The harbour was constructed at a considerable cost, no less than £150,000 being spent on the large breakwater. Subsequent storms, particularly one in 1880, swept away a large portion of the breakwater. The fine new bridge across the Wick River was opened in 1877. From Wick steamers sail to the Orkney and Shetland Islands. A little to the south of the Bay stand the ruins of Wick Castle, an ancient seat of the Lords Oliphant, and known to sailors as "The Auld Man of Wick." Wick is an ancient centre of population, with many traditions and traces of the Norse occupation, and there is no lack of interesting old castles, churches, and sculptured cross slabs, cairns, brochs, and ancient memorials in the neighbourhood. *Pulteneytown*, on the south side of Wick Bay, was founded in 1808 by the British Fishery Society and named after its chairman, Sir William Pulteney. In 1902 it was united to the burgh of Wick.

From Wick the road winds northwards along the shores of Sinclair's Bay, passing near the ruins of Sinclair and Girnigoe Castles on the south shores of the Bay. Proceeding by the hamlets of Reiss and Keiss (near which stands the old Baronial Castle of Keiss), the road, after crossing the Freswick Water, strikes off to the right to

JOHN O' GROAT'S HOUSE. Of the original house nothing remains. It was a curiously constructed octagonal building, erected by a Dutchman in the beginning of the sixteenth century. The legend is that in the reign of James IV. a Netherlander or Dutchman named John de Groot settled in Caithness along with his brother. The family increased to eight brothers, who quarrelled as to which had the best right to sit at the head of the table next the door. John settled the dispute by erecting an octagonal building, with a door and a window at each side and an octagonal table, so that each entered by his own door and took the corresponding seat at the table. Near the site of the vanished building stands the present Hotel. Another explanation of the name "John o' Groat" is said to be traced to the ancient days of the Ferry, when John the boatman charged a "groat" for conveying passengers across the Firth!

Pentland Firth. From the windows of the Hotel the wild waters of the Pentland Firth are seen to stretch out towards the low-lying coast-line of Orkney. The Firth connects the Atlantic with the North Sea, and at certain states of the tide and the direction of the wind the currents rush through the strait in fierce and prolonged gales. Destroyers and other naval craft had many rough experiences in these boisterous northern waters during the War. About a mile and a half to the east of John o' Groat's house is seen the bold rocky headland of Duncansbay Head, on which stand the remains of an ancient watch-tower which commands a wide view of the

Firth. The Orkney Islands were known to the Romans as "Orcades," and came into possession of James III. in 1468 as security for the dowry of his wife, Margaret of Denmark.

For Route from Loch Ness-side to Gairloch, Lochinver, and Scourie, and along the north coast by Tongue and Thurso, concluding at John o' Groat's, see page 240.

ROUTE XXXV (a)

INVERNESS to GLEN AFFRIC—38½ Miles

DISTANCES ALONG THE ROUTE

Inverness to	Intermediate Miles	Progressive Miles
Clachnaharry	2¼	2¼
Bogroy Inn	5¼	7½
Crask of Aigas	8	15½
Struy Bridge	5	20½
Invercannich	7¼	27¾
Fasnakyle	3	30¾
Glen Affric	7¾	38½

The road follows Route XXXIV. as far as

LOVAT BRIDGE (page 260). After crossing the Bridge, at the fork roads, the road goes straight on (right to Beauly and the North) to *Kilmorack*, finely situated on the valley of the Beauly. The Falls of Kilmorack on the left are amongst the most beautiful in the northern Highlands.

Kiltarlity Road. Near the Falls, a road strikes southwards across the River Beauly to Belladrum and Kiltarlity, skirting the picturesque grounds of Beaufort Castle. From thence the road winds to the right through Glen Convinth to Glen Urquhart and Drumnadrochit and the shores of Loch Ness. Another picturesque moorland road strikes off to the left a short distance south of Kiltarlity by Loch Laide (860 ft. from sea-level) to Abriachan and Loch Ness side.

From Kilmorack the road continues by the northern banks of the River Beauly to Erchless Castle, one of the most beautiful runs in the North. The picturesque views of the river, sometimes rushing between lofty precipices crowned with woods, and sometimes flowing softly, peacefully reflecting its rugged banks, are not anywhere surpassed in Scotland.

ERCHLESS CASTLE. The building has been considerably modernised, but many portions of the ancient structure have been preserved. The Castle is situated on a wide level meadow between the Glass and Farrar rivers. The Highland seat of The Chisholm, it has been in possession of the family from the fifteenth century. It occupies a commanding position in a finely wooded park surrounded with hills and mountains, and remains a magnificent example of a Scottish mansion of the olden time.

STRUY BRIDGE. Here the road crosses the River Farrar.

Before crossing Struy Bridge a picturesque byroad strikes off to the right into Strathfarrar by Loch Bunacharan

and Loch Mhuilinn to Loch Monar. The road is narrow and winding, traversing a little frequented land of giant mountains and vast moorlands, winding rivers and wooded heights. The distance from Struy Bridge to Loch Monar is 13¼ miles.

The road now winds through Strathglass by the northern bank of the River Glass to

INVERCANNICH. Crossing the River Cannich, where it enters the River Glass, and passing Glen Affric Hotel, the road continues by Comar Wood and Turnerhall. At the U.F. Church it leaves the River Glass, and at

FASNAKYLE it enters Glen Affric, continuing by the banks of the River Affric to Loch Beneveian.

7¾ miles from Fasnakyle the public road ends, the remaining portion being a private road to *Glen Affric Lodge*, on the western shores of Loch Affric. The scenery is of the wildest description. It has been said that Glen Affric is the most impressively beautiful glen in Scotland. Loch Affric itself is a beautiful sheet of water, 744 ft. above sea-level, lying serenely within the frowning shadows of Mam Soul (3862 ft.) and Carn Eige (3877 ft.). Vast mountain ranges and trackless moorland wastes spread out on every hand; deep glens and corries penetrate far into the silent hills. Cascades and waterfalls innumerable rush downwards to the valley; occasionally a great herd of deer appear on a distant ridge of the great Guisachan Forest; the scenery is awe-inspiring in its solemnity and Alpine grandeur. Beyond the Lodge there is a track along the shores of Loch Affric, which winds by the banks of the River Affric, and continues westwards across the mountains by Loch Bhealach (1242 ft. above sea-level) to the shores of Loch Duich, near Croe Bridge.

From Fasnakyle, the return journey to Inverness (29 miles) may be made along the south banks of the River Glass as far as Kerrowwood (4½ miles), where the road strikes off to the right by Corrimony and Loch Meiklie to Glen Urquhart and Drumnadrochit. At Drumnadrochit Hotel the road proceeds to the left to the shores of Urquhart Bay, Loch Ness, and thence to Inverness.

ROUTE XXXV (b)

INVERNESS to GAIRLOCH—72¾ Miles

DISTANCES ALONG THE ROUTE

Inverness to	Intermediate Miles	Progressive Miles
Beauly	12½	12½
Contin	9	21½
Garve	6½	28
Achnasheen	16	44
Kinlochewe	9½	53½
Gairloch	18¾	72¾

The road follows Route XXXIV. (page 260) as far as

MUIR OF ORD. Near the railway station the road strikes off to the left, and at the fork roads, about half a mile farther on, it goes straight on to

URRAY CHURCH. Crossing the River Orren, the road turns sharply to the left, and 2 miles from Orren Bridge it strikes off to the right and crosses the River Conon at

MOY BRIDGE. Turning to the left, the road now winds in a north-westerly direction through rich meadow land and woodland, watered by the Blackwater, which enters the River Conon a little to the west of Moy Bridge. The wooded heights of Tor Achilty are seen on the left.

CONTIN. Near the church of the little hamlet of Contin a road strikes off to the right to Strathpeffer and Dingwall (7¼ miles).

Strathpeffer Road. Strathpeffer is 2½ miles from Contin, and 4¾ miles from Dingwall. Finely situated in the pleasant valley of the Peffery, Strathpeffer is known as the "Harrogate of the Highlands." It is one of the most interesting and most popular touring centres in the North of Scotland, on account of its fine mountain air and central situation. It first attracted the notice of tourists by its medicinal wells, of which there are two—"The Upper Well" and "The Strong Well." In addition to the sulphur and saline wells, there is an effervescent chalybeate spring. From the finely wooded valley with its innumerable streams and little lochs, rise northwards the slopes of Little Wyvis (2497 ft.) and Ben Wyvis (3295 ft.) and the mountain-lands of Cromarty. Near the village stands Castle Leod, the beautiful Highland residence of the Countess of Cromartie. On the hill of Knockfarril, overlooking Loch Ussie, there was fought in the sixteenth century a great clan battle between the Mackenzies and

the Munros, the former, according to tradition, chopping off the heads of their enemies and rolling them into a well known as "The Well of the Heads."

From Contin the road continues northwards and crosses the Blackwater to

ACHILTY.

From Achilty Inn there is a picturesque run westwards by Loch Achilty into Strath Conon, as far as Scardroy Lodge at the western end of Loch Beannachan, 18 miles from Achilty.

From Achilty Inn the road winds by the western banks of the Blackwater to the shores of Loch Garve. About a mile north of Achilty the road passes within a short distance of the beautiful *Falls of Rogie*, where the Blackwater descends in a series of fine cascades amidst richly wooded cliffs which rise precipitately from the valley beneath. The Falls are easily reached by a path through the woods, and the opportunity should not be missed of witnessing one of the most picturesque river scenes in the northern Highlands.

Skirting the southern shores of Loch Garve, the road continues northwards to the village of

GARVE, finely situated in Strath Garve, through which flows the Blackwater. From Garve, which is a popular centre amongst anglers and sportsmen, the road proceeds to

GORTIN.

At this point, a road strikes northwards to Ullapool (see Route XXXV. (c), page 272).

At Gortin the road to Gairloch continues straight on by the northern shores of Loch Luichart, and at

LOCH LUICHART STATION enters the beautiful valley of Strath Bran. Crossing the River Fannich at Crudie, it winds by the northern banks of the River Bran to the shores of Loch Achanalt.

ACHANALT. From this point westwards the scenery assumes a more mountainous aspect. Rugged moorland wastes stretch out in every direction, only relieved by woodland fringes along the banks of the river. To the south rise the slopes of Scuir Vuillin (2845 ft.), and the wilds of Glen Carron Forest northwards. As the road winds westwards the heights of Ben Vane (3060 ft.) come into view, the lower ridges rising steeply from the shores of Loch Rosque beyond Achnasheen.

ACHNASHEEN. At this point the road joins Route XXXIII. (page 248) to Gairloch by Kinlochewe and Loch Maree. From Achnasheen to Gairloch the distance is 28¼ miles.

ROUTE XXXV (c)

INVERNESS to ULLAPOOL—66¾ Miles

DISTANCES ALONG THE ROUTE

Inverness to	Intermediate Miles	Progressive Miles
Beauly	12½	12½
Dingwall	8½	21
Strathpeffer	4¾	25¾
Contin	2½	28¼
Garve	6½	34¾
Braemore	19¾	54¾
Ullapool	12¼	66¾

The road follows Route XXXV. (b) (page 271) as far as

GARVE. Proceeding though Garve to Contin the road turns off to the right into the valley of Strath Garve, through which flows the Blackwater. Gradually the road winds upwards into a more mountainous district, the rugged slopes of Little Wyvis (2497 ft.) and Ben Wyvis (3429 ft.) rising steeply above the valley on the right. From the scarred hillsides and the depths of the corries beyond innumerable waters fall and streams ceaselessly pour into the glen beneath. Mists drift across the broad face of Ben Wyvis, and rock-strewn moorlands spread out in every direction as the road ascends—treeless and desolate.

INCHBAE. At Inchbae Lodge the road takes a westerly direction, crosses the Rannoch River, flowing out of Strath Rannoch, and, farther on, Strath Vaich. Here the road winds upwards along the south bank of the Glascarnoch River by

ALTGUISH INN, a favourite spot amongst anglers. In this mountain-land of streams and rivers their opportunities for sport with rod and line are unlimited. Beyond Altguish Inn (737 ft.) the road continues to rise until the summit is reached at Loch Droma (903 ft.). A great range of rugged peaks lie to the north and south, varying in height from 2500 ft. to 3600 ft. This impressive mountain group is occasionally referred to as "The Little Alps." From Loch Droma the road now begins to descend the famous Pass of Dirrie More, a wild and strikingly beautiful glen, from which the hills rise precipitately on either side. The road is finely engineered and is entirely free from any awkward bends. A sunless, forbidding place of gloom in the winter months, it has its days of sunshine in summer, and then a gentle run down "the Dirrie More," when the waters of the Droma sparkle in the sunlight and the hill-tops are clear against the blue sky above, when soft breezes wander through the glen and the song of birds is heard in the heights above, is indeed a memorable experience. Here and

there, the winding road offers an occasional glimpse of distant giant peaks, across which the white mists slowly drift and are lost in the great expanse of the western sea beyond. Towards the foot of the glen the river falls swiftly into a great chasm in the hills, thickly crowned with dark woods. Near Braemore Lodge the road joins Route XXXIII. (page 250) and winds along a steep ridge over the famous

FALLS OF MEASACH, described on page 250. From the junction of the road at Braemore to Ullapool the distance is 12¼ miles.

ULLAPOOL.

ROUTE XXXV (d)

INVERNESS to CROMARTY—38¾ Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Inverness to		
Beauly	12½	12½
Muir of Ord	2½	15
Avoch	12	27
Fortrose	2	29
Cromarty	9¾	38¾

Follow Route XXXIV. from Inverness to

MUIR OF ORD (page 260). At this point the road through "The Black Isle" to Cromarty strikes off to the right.

The Black Isle is neither "black," nor is it an "isle," but a green, fertile, and picturesque peninsula, with the Cromarty Firth on the north and the Beauly and Inverness Firths on the south. *Cromarty* stands near the point of the peninsula where the Moray Firth extends northwards. It is a land of many villages of great beauty and charm and many places of historic interest. Near *Redcastle* stand the remains of a castle originally built by William the Lion in 1179 and contesting with Dunvegan Castle in Skye the right to be called the oldest inhabited castle in Scotland. A little to the north of Redcastle is *Kilcoy Castle*; here tradition says the Kings of Scotland had a hunting-box, and the Stuart arms supported by a crown are carved on a gable of the large round West Tower. Near *Munlochy* are the remains of an ancient hill-fort called Drumderfit, or "The Ridge of Tears," near which a great clan conflict took place in 1372. *Avoch* is a picturesque fishing village. *Fortrose* was once a famous seat of learning, and also the seat of the Bishops of Ross. Only a small fragment of the Cathedral remains, with the burying-ground of the Mackenzies of Seaforth and the canopied tomb of the Countess of Ross. It was one of the oldest ecclesiastical foundations in the north, built on the site of a Culdee settlement about A.D. 577. *The Cathedral* was founded in 1250, and was a fine example of Middle Pointed or Decorated ecclesiastical architecture. All that now remains consists of the south aisle of the nave and the sacristy or undercroft of the chapter house. It suffered severely at the Reformation, and later Cromwell removed the masonry to build his fort at Inverness. On *Chanonry Point* beyond Fortrose stands a lighthouse, and a ferry runs to Fort George on the opposite shores of the Firth. *Rosemarkie*, near Fortrose, is an interesting little village, with a sculptured cross slab in the churchyard. *Cromarty* was the birthplace of Hugh

Miller (1802–1856), a stone mason and son of a sailor. His statue is on a tall column overlooking the town. Everyone visiting the neighbourhood should make a point of reading his autobiographical record, *My Schools and Schoolmasters*. The house of his birth is hard by the Church, and on its gable is a tablet inscribed with the dates of his birth and death.

ROUTE XXXVI (a)

BONAR BRIDGE to LOCHINVER—48¾ Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Bonar Bridge		
Invershin Station	3	3
Inveran	1½	4½
Rosehall	7	11½
Oykell Bridge	6¾	18¼
Altnacealgach	10¼	28½
Inchnadamff	7¼	35¾
Lochinver	13	48¾

BONAR BRIDGE. The greater portion of this Route proceeds in a north-westerly direction through the "Kyle of Sutherland," forming the boundary line between the County of Sutherland and the counties of Ross and Cromarty. Continuing to the head of Dornoch Firth and along the shores of the Kyle of Sutherland, the road enters the beautiful valley of the River Oykell, and at the fork roads near

INVERSHIN the road proceeds to the left. The district is of great historical interest, having been from the earliest times the residence of the great Clan Ross. It is also memorable as the locality which witnessed the last stage in the romantic career of the gallant Montrose. That distinguished soldier had planned an expedition from Holland, where he had taken refuge after the disaster at Philiphaugh, in the interest of the second Charles, for whose father his genius had achieved a series of dashing but transient victories. After many trials he made his way through the counties of Caithness and Sutherland, where he met with meagre support, and when he reached Strath Oykell his force consisted of about 1200—one-half "soldiers of fortune," the other men of Orkney, led by Scottish officers. He was unwarily surprised, 27th April 1650, by Colonel Strachan, in command of 230 horse and 170 of the Rosses and Munroes, close by the site of old Castle Duffey, near Invershin. The Royalists, whose commander was unwilling to encounter so considerable a body of horse on level ground, in an attempt to reach the shelter of a wooded eminence, since called Craig-a-Chaonidh, "The Rock of Weeping," on the estate of Culrain, were cut to pieces. Montrose having, it is said, swum across the Kyle, wandered in disguise without a guide, in company of a single follower of the name of Sinclair, up Strath Oykel and was reduced to such extremities that, according to tradition, he was forced to eat his gloves! He was seized and taken to Ardvreck Castle, and, according to one historian, "delivered up by Neil Macleod, the Laird of Assynt—whose reward was 40 bolls of oatmeal,—carried south, and con-

veyed to prison and the scaffold in Edinburgh, amidst indignities which could not bend his lofty spirit or discompose his serene demeanour."

A short distance beyond Invershin the road crosses the River Shin near

INVERAN. (The road, which strikes off to the right after crossing the bridge, proceeds northwards to Lairg.) From Inveran the road winds along the northern bank of the River Oykell. Crossing the River Cassley near the point where it enters the Oykell, it proceeds through Invercassley and Rosehall. A short distance along the valley, at a place known as Tutim or Tutimvarach, a fierce feudal conflict took place in 1408. Angus Mackay of Farr had married a sister of MacLeod of Lewis. After Angus's death his widow appears to have been maltreated by his son Hugh, and MacLeod of Lewis invaded Strathnaver with a large following of clansmen to protect his sister. The MacLeods of Lewis, having ravaged the country of the Mackays, were pursued and overtaken at Tutim. A fierce battle ensued. According to Sir Robert Gordon, only one of the MacLeods, grievously wounded, was able to return to Lewis to relate that Malcolm MacLeod, Chief of the Clan, and the whole of his men had been slain.

OYKELL BRIDGE. Crossing the River Oykell, the road winds along the south bank of the river. The Falls above the bridge on the right, tumbling over a series of rocky ledges, terminate in one bold rush of whirling waters. The banks which overhang this picturesque scene are thickly wooded, and from the crevices, at spots where no soil can be detected by the eye, several large fir-trees spring up from curiously twisted roots. Several paths give easy access to various points from which striking views of the Falls may be obtained. Below Oykell Bridge the River Einig enters the Oykell from Glen Einig.

From Oykell Bridge the road gradually ascends from the valley, crossing the River Chonaghair at Lubcroy and reaching a height of 507 ft. above sea-level at the shores of the little mountain tarn Loch Craggie. Crossing the River Ealag, it reaches the watershed, 536 ft., from which there is an expansive view of the river and mountain landscape, the range of the Cromalt Hills sloping southwards, to the north the rugged summits of Ben More Assynt (3273 ft.) and Conaveall (3234 ft.). In the valley on the right the River Oykell is seen winding from the moorland heights into Loch Ailsh.

The road now continues to the shores of Loch Borrolan, past Altnacealgach Hotel, and joins Route XXXIII. at Ledmore, page 251, proceeding by Inchnadamff and Loch Assynt to

LOCHINVER.

ROUTE XXXVI (b)

BONAR BRIDGE to SCOURIE, via LAIRG—54 Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Bonar Bridge		
Invershin Station	3	3
Lairg	7¾	10¾
Overscaig	15½	26¼
Achfarry	14½	40¾
Laxford Bridge	6½	47¼
Scourie	6¾	54

The road follows Route XXXVI. (a), described in the previous chapter as far as

INVERSHIN (page 276). Here the road strikes off to the right into the picturesque valley through which the River Shin flows southwards into the upper reaches of the Dornoch Firth. This road follows the eastern bank of the river as far as Lairg, but the road from Inveran farther on, where it strikes off to the right after crossing the bridge, may be taken along the western bank, the latter road being as a rule in slightly better condition.

LAIRG (pop. 328) is finely situated at the southern end of Loch Shin, surrounded by sloping hills and innumerable streams. It lies at the entrance to the mountain-lands of Sutherlandshire and is a thriving and exceedingly popular centre for motorists from the South, and is greatly favoured amongst sportsmen and anglers. Eastwards, a picturesque road proceeds into Strath Fleet to The Mound at the head of Loch Fleet and thence to Golspie (Route XXXIV., page 263). (From this road another beautiful road strikes northwards at Rogart into Strath Brora and along the shores of Loch Brora to Brora, Route XXXIV., page 264.) Again from the Brora road, another byway passes into Dunrobin Glen to Golspie (Route XXXIV., page 263).

From Lairg, another road strikes westwards by Braemore to Strath Oykell, joining Route XXXVI. (a), page 277, at Invercassley, near Rosehall.

Northwards, two roads diverge, one proceeding to the north-west coast, the other to various resorts on the north coast and the Pentland Firth.

Besides its many attractions as a holiday centre, it is a place of great interest to historians and antiquarians, the neighbourhood being rich in many fine examples of stone circles and ancient tumuli and brochs.

The road from Lairg to the north-west coast strikes off to the left 2 miles north of the village, and crossing the River Tirrie winds by the shores of Loch Shin, one of the finest stretches of water in the county. The loch is 271 ft. above sea-level, 20 miles in length and varying from ¼ to 2 miles in width, and from its sides the hills rise in gentle slopes to the higher peaks beyond. It has more the appearance of a great broad river, and forms one of a long series of connected lochs and rivers that extend in a north-westerly direction right across the county from Dornoch Firth to Loch Laxford and Loch Inchard on the north-west coast.

Winding by the shores of Loch Shin, the road crosses the River Faig and continues by

OVERSCAIG to the head of the loch and northwards by Loch a Ghriama (303 ft.). From this point the road gradually ascends by the banks of the River Ceardaich to the shores of Loch Merkland. The scenery is now of a wilder description, the mountains rising more steeply from the road as it winds towards the watershed. The dark sides of Ben Hee (2864 ft.) on the right and the rugged slopes of Ben Leoid (2597 ft.) on the left give Loch Merkland a dark and sombre setting. The highest point of the road, reached at 419 ft., gradually descends to the southern shores of Loch More and thence to Loch Stack, one of the finest fishing lochs in the North of Scotland. The hills on either side rise to a height of from 2500 to 3000 ft. and innumerable waterfalls and mountain streams pour ceaselessly into the valley. From Loch Stack, the River Laxford, a fine salmon river, issues into a wide flat expanse of moorland broken by countless little lochs and streams. Following the course of the river, the road joins Route XXXIII., page 253, at

LAXFORD BRIDGE at the head of Loch Laxford. Across the bridge, to the right, the road strikes northwards to Rhiconich and Durness and the North Coast. The road on the left before crossing the bridge continues to the West Coast at

SCOURIE. In the sixteenth century a branch of the Mackays took possession of the south-western part of what came to be called Lord Reay's country, and, adopting Scourie as the seat and centre of their influence, assumed the designation of the Mackays of Scourie. One of this race was Lieutenant-General Hugh Mackay, the celebrated commander-in-chief in the reign of William and Mary. He was to have been ennobled by the title of Earl of Scourie, but lost favour at the Court through the intrigues of his rival, Mackenzie of Cromarty.

ROUTE XXXVI (c)

BONAR BRIDGE to TONGUE—47½ Miles

DISTANCES ALONG THE ROUTE

	Intermediate Miles	Progressive Miles
Bonar Bridge to		
Invershin Station	3	3
Lairg	7¾	10¾
The Crask	12¾	23½
Altnaharra	7¾	31¼
(Altnaharra to Loch Erriboll . .	20½)	
(„ „ Bettyhill . .	24½)	
Tongue	16¼	47½

The road follows Route XXXVI. (b), described in the previous chapter, as far as

LAIRG. Two miles beyond the village at the fork roads, where Route XXXVI. (b) turns off to the left along the shores of Loch Shin, the road to Altnaharra and Tongue continues straight on and proceeds upwards into Strath Tirry. The road passes the hamlets of Dalchork and Dalmichy, beyond which it crosses the River Osdail and farther on the River Chaoruinn, by

RHIAN BRIDGE. Gradually ascending by a finely engineered road above the valley, the route crosses the River Chraisg, the main tributary of the River Tirry, at *The Crask*, reaching the watershed at 943 ft. Here the road gradually descends by Vagastie into the picturesque valley through which the River Bogastie flows northwards into Loch Naver. To the right, the hills slope upwards from the valley, Ben Klibreck (3154 ft.) dominating the landscape. Near the western shores of Loch Naver the road reaches Klibreck Lodge and

ALTNAHARRA. Finely situated above the western shores of Loch Naver, and surrounded by sloping hills and winding streams, the village is a popular summer resort and much frequented by anglers. It is invariably referred to as "the fisherman's paradise." It is also an excellent centre from which to explore the natural beauties of the County of Sutherland. Two roads diverge from either side of the main road to Tongue a short distance beyond the bridge across the River Mudale beyond Altnaharra Church.

ALTNAHARRA to LOCH ERRIBOLL—20½ Miles

The road strikes off to the left by the southern shores of Loch na Meadie and winds northwards into Strath More beneath the rugged slopes of Ben More (3040 ft.). Near

Altnacaillich, where there are some striking Falls, there is a fine example of an ancient broch—Dun Dornadilla. The broch forms the chief monument of the Iron Age, which succeeded the Bronze Period, and many interesting examples of both Periods are to be found all over Sutherlandshire. Dun Dornadilla in Strath More and Castle Cole in Strath Brora are probably the best preserved specimens of these historic memorials of the past. From Altnacaillich the road proceeds northwards to the shores of Loch Hope and joins Route XXXIII. at the northern end of the loch where it flows by the River Hope into Loch Erriboll, page 254. If the motorist wishes a more direct route to Loch Erriboll and is travelling north-west by Durness, the road at the south end of Loch Hope may be taken to the left across the River More where it enters Loch Hope. By this route the road winds over the hills to Erriboll near the shores of Loch Erriboll. (See Route XXXIII., page 254.)

ALTNAHARRA to BETTYHILL—24½ Miles

The road proceeds along the northern shores of Loch Naver (5 miles long) and winds northwards into Strath Naver, through which the River Naver flows through pleasant scenes of quiet pastoral charm into Torrisdale Bay, joining Route XXXIII. midway between Borgie Bridge and Bettyhill, page 255. The River Naver is one of the most famous salmon rivers in the North of Scotland. (At Dalvina Lodge, 12 miles from Altnaharra, a byroad strikes southwards from Strath Naver across Badenloch Forest to Kinbrace, where it enters the Strath of Kildonan and proceeds by the banks of the River Helmsdale to Helmsdale (Route XXXIV., page 264).)

In ancient times towers extended in a chain of mutual communication along the whole length of the valley of the Naver, and only a generation or two ago dwellings and hamlets stood here occupied by about 1200 inhabitants. Nearly the whole of the valley is pastoral, affording a striking instance of the sweeping depopulation effected by the extension of the sheep husbandry. The County of Sutherland is the most thinly populated in the British Isles, having only ten persons to the square mile. Fifth in size amongst Scottish counties, it is twenty-eighth in population. From the days of the Norse invasion in the tenth and eleventh centuries, the lands prospered or otherwise according to the family into which they passed—from Gunns to Mackays, then Morays and Gordons, and latterly the Earls of Sutherland. Historically it has a long and interesting history from the times of the Vikings, who settled in the valleys, until the Montrose campaign in 1645. In 1830 came a great inflow of shepherds from the Border counties as a result of the introduction of pastoral farming into the county. A century ago the

population consisted almost entirely of those whose ancestors had occupied the lands for generations ; to-day not more than half of the population belong to the county. Sheep farms and deer forests extend for miles in every direction. Emigration has drained the county of its finest men and women and children, who have found homes under happier conditions in distant parts of the Empire.

ALTNAHARRA to TONGUE—16¼ Miles

From Altnaharra the route continues due north after crossing the River Mudale, gradually rising to a height of 732 ft. near Little Loch Mhoid. From the summit there is an expansive view of the surrounding country. Northwards the rounded slopes of Ben Loyal (2504 ft.) rise high above the shores of Loch Loyal and the vast expanse of moorland beyond. To the north-west the dark sides of Ben Hope (3040 ft.) ascend abruptly from the shores of Loch Deerie, which lies in the valley that extends between Ben Hope and Ben Loyal and continues to the head of the Kyle of Tongue. Southwards winds the beautiful valley of Strath Naver and the rugged summit of Ben Hee (2864 ft.) and the mountain-lands overlooking Loch More.

Descending to the shores of Loch Loyal, the road continues along the loch-side to Little Loch Creagach, out of which flows the River Borgie to Torrisdale Bay. Proceeding northwards, the road gradually rises above the valley, through which the River Borgie is seen winding northwards to the sea. From the summit the road gradually descends to the shores of the *Kyle of Tongue* at

TONGUE. Here the road joins Route XXXIII., page 255.

THE ISLANDS

I. ORKNEY AND SHETLAND

(1) THE ORKNEY ISLES

The Orkney Islands lie off the north-eastern coast of Caithness, from which they are separated by the *Pentland Firth*, about 6½ miles across at its narrowest point. The distance from Thurso to Kirkwall or Stromness is about 30 miles. Communication with the south is maintained mainly by the *North of Scotland and Orkney and Shetland Steam Navigation Company*, whose vessels make the voyage several times a week in summer and twice a week in winter, and may be joined at Leith or Aberdeen or at Thurso. *Kirkwall* and *Stromness*, the largest towns in the Orkneys, are on *Pomona* or Mainland. A road runs through the entire length of the island from *Birsay* and *Stromness* on the west coast to *Deer Ness* on the east coast, a distance of 22 miles. Northwards one road proceeds by Costa Head to Birsay, and others southwards to St. Mary's and Orphir.

Kirkwall (pop. 3697) stands at the head of a fine bay which indents the north side of the island. Its narrow streets and houses, with thick, strong walls and small windows, testify to its Norwegian origin. The most historic building is the *Cathedral Church of St. Magnus*, erected in 1137 by St. Rognvild. Close to the Cathedral are the remains of the Bishop's and Earl's palaces. The latter is a beautiful specimen of sixteenth-century domestic architecture. *Wideford Hill*, in the neighbourhood of the town, commands an expansive view of all the Orkney Isles. On the opposite side of the island, and nearly 2 miles from Kirkwall, is *Scapa Pier*, at which the mail-boat from Thurso calls. Opposite is *Scapa Flow*, one of the principal bases of the Grand Fleet during the War. Here, too, the Germans scuttled their Fleet in May 1919.

The winding road from Kirkwall to Stromness is about 15 miles long. A little beyond the ninth milestone is the far-famed *Mound of Maeshowe*, a large, chambered barrow. Not far beyond Maeshowe are the *Standing Stones of Stennis*, similar to those of Stonehenge. One of the stones is the "Stone of Odin," mentioned in Sir Walter Scott's novel, *The Pirate*. *Stromness* (pop. 1653) was for years the last port of call for outward bound whalers and the vessels of the Hudson Bay Company. The town was visited by Sir Walter Scott in 1814 and by Hugh Miller, the geologist, in 1847. There is a fine museum in the town containing many interesting relics of antiquity discovered in the islands.

The island of *Hoy* comes next in size to Pomona. Its steep, dark-tinted hills are the highest in the group, and its cliff scenery, mountains, and numerous antiquities are a source of great

attraction and interest. It contains the *Dwarfie Stone* and the *Carbuncle* (a mass of sandstone) on Ward Hill, the legends attached to which play an important part in the plot of Scott's *Pirate*. The most striking feature of the island is the *Old Man of Hoy*, a pillar of isolated rock bearing an interesting resemblance to a human figure. It is 450 ft. high, and serves as a landmark from the Caithness coast and for ships far out at sea. The *Isle of Egilshay*, one of the most picturesque of the group, contains the ruins of *St. Magnus Church*, in which the patron saint of Orkney and Shetland, St. Magnus, was murdered by his colleague in the early part of the twelfth century. It is of very peculiar architecture, many of the thin flat stones of which it is composed being built edgewise into the walls. *South Ronaldshay*, the most southern of the group, has an area of about 18 square miles. It contains the little town of *St. Margaret's Hope*, near which is a Pictish castle called the *Howe of Hoxa*. The bay was the rendezvous of King Haco's (or Hakon's) fleet in the expedition of Largs.

(2) THE SHETLAND ISLES

Communication between the mainland and Shetland is maintained by the *North of Scotland and Orkney and Shetland Steam Navigation Company*, whose steamers may be joined at Leith or Aberdeen or Thurso.

The Shetland, or Zetland, group is separated from the Orkneys by a wild and stormy sea, about 48 miles across, in the midst of which lies the *Fair Isle*, long assigned to Shetland. Excluding this, the Shetland Isles are 73 miles from north to south; Lerwick, their capital, being 114 miles north-east of Kirkwall. The group consists of about a hundred islands, of which only twenty-eight are inhabited.

Verdant plains and marshy hollows; long winding voes, bordered by cultivated fields; sombre, treeless wastes and lofty cliffs are the picturesque features of the "Shetlands." The inhabitants are engaged in fishing, farming, knitting, and the rearing of sheep and ponies, for which the islands are renowned. *Mainland*, the largest of the islands, is 52 miles long, and a road runs the entire length from Boddom in the south to Hillswick and other points in the north. *Lerwick* (pop. 4792) is the capital and is finely situated on the west side of Bressay Sound. It is the most northern town in the kingdom, and contains many quaint features. Its chief street is so narrow in places that one may touch the opposite walls with outstretched hands. The town contains a number of fine buildings, including the Town Hall and Anderson Institute. From Lerwick Harbour a considerable amount of shipping is carried on with other centres in Norway, Holland, and the Baltic ports. The fishing industry gives employment to a large number of the inhabitants of the town. On the west coast, 6 miles from Lerwick, is *Scalloway*, formerly the chief town. It is chiefly visited for the sake of the ruins of its castle, built in 1600 by Earl Patrick Stewart. To the

east of Lerwick is the *Isle of Bressay*, with the two islets, *Noss* and the *Holm of Noss*, lying to its east. South of Lerwick is *Mousa Island*, which contains the most perfect specimen of a Pictish broch at present in existence. This, known as *Mousa Castle*, is about 40 ft. high and 158 ft. in circumference at the base. The peculiarity which distinguishes it from all other round towers lies in the fact that it gradually decreases in width till within about 10 ft. of its top, and then again expands—an arrangement which effectually prevented an attacking force from scaling its walls, while the small size of its doorway, which could be built up in case of attack, rendered access in that way impossible. *Yell*, separated from Mainland by Yell Sound on the north, is the next largest island, and a road runs from south to north, a distance of 17 miles. Its inhabitants are chiefly engaged in fishing, and it has in recent years attracted a considerable number of visitors during the summer, especially those in search of good fishing and wild-duck shooting. On a conical rock, rising nearly 200 ft. out of the sea off the coast of *Unst*, at the north of the group, stands the *Muckle Flugga Lighthouse*, the tower of which had to be raised 50 ft. above the rock—that is to say, 250 ft. above the water—to render the light safe from the fury of the waves.

II. THE OUTER HEBRIDES

"From the lone sheiling of the misty island
Mountains divide us and a waste of seas,
Yet still the blood is strong, the heart is Highland,
And we in dreams behold the Hebrides;
Fair these broad meads, these hoary woods are grand,
But we are exiles from our father's land."

These comprise *Lewis*, *Harris*, *North Uist*, *Benbecula*, *South Uist*, *Barra*, and other smaller islands, extending for a distance of 139 miles from north to south. *Lewis* is the largest island of the group, and the principal town is Stornoway (pop. 4079), situated on a narrow neck of land connecting the peninsula of Eye with the mainland. From the town a number of good roads radiate to various parts of the island, the principal one proceeding northwards to the Butt of Lewis and southwards to the south end of Harris, the name of the southern portion of the island. The southern part is mountainous and of a picturesque character, the rock scenery of West Loch Tarbert being of a wild and rugged description. *Stornoway* is the centre of the great fishing industry in the west. It has a fine harbour, which in the fishing season presents a scene of great activity and bustle. There are also quite a number of fine buildings, and the town has a prosperous appearance. Great developments, with the view of encouraging the agricultural and fishing industries, were in progress during the latter part

of the life of the late Lord Leverhulme, the proprietor, whose residence—*Stornoway Castle*—is the most imposing building on the island. The island has suffered greatly from emigration within the last century, and it was with a view to arresting this to some extent that Lord Leverhulme's efforts—not entirely successful—were directed. The soil is poor, and the northern portion especially is barren and treeless. Lewis and the Outer Hebrides passed through many vicissitudes during the Norse invasion and later in the days of the Stuart Kings. In time it became an appendage of the Mackenzies of Seaforth, "high chief of Kintail," and from them it passed to Sir James Matheson, himself a descendant of the ancient Celtic race who possessed the country around Loch Duich and Loch Alsh in the reign of Alexander III., about 1264. Some years ago it passed into the hands of Lord Leverhulme. A mail steamer leaves Kyle of Lochalsh for Stornoway three days a week.

Fifteen miles south of Stornoway is the celebrated Stone Circle of Callernish, the principal structure consisting of a circle 63 ft. in diameter. They are amongst the finest and largest "circles" in Scotland, taking rank with that of Stennis in Orkney. There are many ruins of early Christian churches and hermits' cells on *Long Island*. These appear to have depended on the monastery at *Rodel* in South Harris. This was one of the twenty-eight monasteries in Scotland belonging to the Canons Regular of St. Augustine, who here, as at Oronsay and Colonsay, were most likely superinduced through the influence of Rome upon more simple foundations of St. Columba's disciples. Some years ago the Church was thoroughly repaired by the late Countess Dowager of Dunmore. *Lochmaddy*, in North Uist, can be reached by boat across the Sound of Harris—a beautiful strait, studded with numerous rocky islets. Lochmaddy is a commodious land-locked bay, guarded at the entrance by two singular-looking rocks called "The Maddies," or Dogs. North Uist seems to consist rather of water than of land, so numerous are the lochs and arms of the sea running into it. Good fishing can be got, both in fresh and in salt water, and the island is much resorted to for this purpose. Not far from *Lochboisdale* there is one of the best golf courses in the country, laid out by Tom Morris in 1891, at the instance of Sir Reginald Cathcart. Within range of a long drive from the first tee is the spot where Flora Macdonald was born; and across the narrow island is one of the caves where Prince Charlie hid while waiting for the appearance of a French craft. From the west side, *St. Kilda*, 60 miles off, may easily be seen on a clear day—the solitary outpost of the British Isles.

It was on the little island of *Eriskay*, at the south end of South Uist, that Prince Charles Stuart first landed, on the 22nd July 1745, from the small frigate of sixteen guns, the *Doutelle*, in which he sailed from Belleisle. His retinue consisted of the Marquis of Tullibardine, otherwise called Duke of Atholl, Sir John Macdonald (a French officer), Mr. Æneas Macdonald (a banker in Paris), Mr. Strickland, Mr. Buchanan,

Sir Thomas Sheridan, Mr. O'Sullivan, Mr. Kelly, and Mr. Anthony Welch, the owner of the *Doutelle*. Along with this vessel, the *Elizabeth*, a French ship of war of sixty-eight guns, had left port as a convoy ; but the latter vessel having, off the Lizard, engaged a British ship of war—the *Lyon*, of fifty-eight guns—both were so disabled that the *Elizabeth* had to be taken back to France, while the little frigate made its way alone for the north of Scotland. The adventurers were soon joined by Alexander Macdonald of Boisdale, who had assured the Prince that he had miscalculated in reckoning on any assistance from Sir Alexander Macdonald of Sleat and the Laird of Macleod, and his opinion turned out to be quite correct. To Boisdale's remonstrances as to the foolhardiness of the expedition, and the small chance of the clans mustering in any force, the Prince replied : " I am come home, sir ; and I will entertain no notion at all of returning to the place whence I came ; for that I am persuaded my faithful Highlanders will stand by me." In a day or two the *Doutelle* sailed for Loch-nam-Uamh (pronounced Oōav), between Arisaig and Moidart, and the party landed on the 25th of July at Barradale, whence they afterwards crossed that arm of the sea, and proceeded up Loch Shiel to Glenfinnan, at the head of the Loch, where the Standard was unfurled.

III. THE ISLAND OF SKYE

The Isle of Skye is the most romantic and most fascinating island on the western coast. It is a land of dark brooding lochs and wild wind-swept peaks, of weathered crags and golden shores, of mountain torrents and land-locked bays, of lonely tarns and purple moorland. Within a compass of 50 to 60 miles, it embraces a variety and wealth of scenery and picturesque beauty unsurpassed by any other island in Britain. The island is reached from Kyle of Lochalsh either at Kyleakin (by ferry) or Portree, the principal town, and roads radiate from Broadford, Sligachan, or Portree as far north as Duntulm Castle, west to Dunvegan, and south to Elgol and to Armadale Castle. Other islands round the coast of Skye—all picturesque and full of Celtic legend and story—are Soay in the south, and Scalpay, Raasay, Fladday, and South Rona on the east.

Glen Sligachan runs almost due south from the little clachan of that name, where there is a comfortable hotel. The mountains of this wild glen are as high and savage as those of Glencoe. The two contrast in that the barriers of Glencoe hem in the valley more closely, while in Glen Sligachan the rocks, though further removed from the spectator, compensate by assuming in their outlines very marked, and even fantastic, features. The scenery of the *Cuchullins* is rendered more effective from the mountains

springing almost from the sea-level, thus presenting elevations as striking as those of inland districts of much greater altitude. A solemn silence generally prevails, but is often and suddenly interrupted by the strife of the elements. The streams become quickly swollen, rendering the progress of the wayfarer not a little hazardous, while fierce and fitful gusts issue from the bosom of the Cuchullins. On the east side of the glen appear in succession the smooth grassy slopes of Glamaig (2670 ft.), the steeper cliffs of Marsco (2414 ft.), and then the long, sharply ridged, and pointed Blaven (3019 ft.). On the west, for some 4 miles, stretches the singular assemblage of pinnacles known as Scuir-na-Gillean (3183 ft.). Farther south is the ridge of Drumhain, over which passes the most direct track to Loch Coruisk. This is the wildest and grandest part of the island. Loch Scavaig, into which the dark waters of Loch Coruisk discharge themselves, is flanked by shivered mountains of bare rock, which shoot up abruptly from the sea.

Dunvegan Castle on the Loch Dunvegan is the most historic building on the island. The Castle stands on a rock projecting into the water, and protected by a stream on one, and a moat on the other, side. It is a very ancient, highly imposing, and extensive structure, still in perfect repair. There are two towers, one of which is fabled to have been built in the ninth century; the other was added in the thirteenth. The walls of the former are from 9 to 12 ft. thick, and contain many secret rooms and passages. The north wing, which was modern, has been replaced by a building to correspond with the rest of the Castle. Several antiques are preserved in the family of Macleod. Such are the Fairy Flag, said to have been taken by one of the Macleods from a Saracen chief during the Crusades; and the horn of Rory Mor, a celebrated hero of the clan, which, filled with claret, each young chief, on coming of age, should, by ancient custom, drain at a draught. These relics accord well with the high antiquity of the family of Macleod, descended from Rognvallar of Norway, brother of Rollo the Dane, founder of the Duchy of Normandy. At Dunvegan, Johnson and Boswell were hospitably entertained for many days in 1773, and Sir Walter Scott spent some time in the Castle when at work on his romance *The Lord of the Isles*.

Armadale Castle, Castle Moil, Duntulm Castle, Knock Castle, The Quiraing, Storr Rock, and Macleod's Tables are but a few of the numerous places of historic and scenic interest in the island. Burial cairns, stone circles, standing stones, ruined chapels, and caves abound in and around the island, whose story emerges from the dim twilight of myth and legend and winds through the Celtic and Norse times of St. Columba and King Haco down to the wanderings of Prince Charlie and the romance of Flora Macdonald. Itself the centre of scenes of great beauty and mountain grandeur, Sligachan is the most popular centre from which to explore the island. It is 23½ miles from Kyleakin, 15½ miles from Broadford, 24½ miles from Dunvegan, and 9½ miles from Portree.

IV. MULL, STAFFA, AND IONA

(1) THE ISLAND OF MULL

The Island of Mull (a " mass of hill ") is of irregular shape, and its coast-line is so much indented that it measures 250 miles, while the shortest walk in a bee-line across the island would be but 3 miles (from Loch-na-Keal to Salen Bay).

Much of the island can be seen in the course of a day's excursion from Oban, but it deserves more time. From the promontory of the *Ross of Mull*, which runs out on the south-west, there is a ferry to Iona. The columnar shores and promontories of Loch-na-Keal and the Sound of Ulva are particularly interesting to geologists. On Duart Point is the beacon light erected as a memorial of William Black, the novelist.

Good roads traverse the island in every direction, and the coast road from Salen to Tobermory, and southwards by Duart Castle through Glen More to Loch Scridain and the Ross of Mull and Iona, passes through scenes of great beauty and mountain grandeur. The three most picturesque routes are Tobermory to Salen by Calgary, Salen to Bunessan and Iona Ferry, and Bunessan to Salen by Glen More and Craignure. There are numerous mansions and shooting-lodges on the island, and the ancient castles of Duart and Aros, Glengorm and Loch Buie, the residences of the Macleans, are objects of great historic interest. Round many of the coves and inland lochs linger old-time tales of Celtic romance and Highland feud. The island is full of legend and story, and much of its beauty and charm is finely described in the works of Sir Walter Scott, R. L. Stevenson, and William Black.

The island abounds in lochs, most of which contain yellow trout, and the rivers also provide sport for anglers. Those who desire to climb *Ben More* (3169 ft.) should disembark at *Salen*, which also commends itself to those who wish to see the island by offering the most centrally situated quarters.

An easy road runs from Salen to *Glen Forsa*, some 3 miles distant, and on to the neighbouring *Loch-na-Keal*. By the same road one may reach *Mackinnon's Cave* at Ardmeanoch on the west shore. It is supposed to be more than 200 yards long and from 50 to 80 ft. high. The chief town in the island is *Tobermory*. As seen from the deck of an approaching steamer it is exceedingly picturesque. The town has an excellent supply of pure water, and its many attractions include splendid scenery, good fishing, boating, golf, and bathing. Relics of the *Florida*, a ship of the Spanish Armada, blown up in 1588, by Maclean of Duart, in the harbour, have been occasionally recovered. A small stream, which empties itself into the bay, tumbles over a pretty double cascade at the back of the town. *St. Mary's Well*, to the north-west, which gave the name to the place, was once believed to be

possessed of healing virtues. The lighthouse on *Rudha-na-Gal* ("Lowlander's Point"), on the cliffs at the northern extremity of the bay, commands an extensive panorama. About 2 miles from the town are the *Aros Waterfalls*, in the ground of *Aros House*. Five miles distant is *Glengorm Castle*, a modern building, commanding a magnificent sea view. *The Cottage*, Tobermory, was for many years the home of Mrs. Bishop (Isabella L. Bird), famed for her travels, and her sister Henrietta, who is commemorated by a clock erected in 1905 with funds bequeathed for the purpose by Mrs. Bishop.

(2) THE ISLANDS OF STAFFA AND IONA

The Island of Staffa.—In form Staffa is irregularly elliptical. The southern cliffs are 144 ft. in height; its circumference is 2 miles; its length 1 mile; its breadth ¼ mile. The chief object of interest is *Fingal's Cave*, so named from Fion-na-Gael (Fingal), the great Gaelic hero, whose achievements have been made familiar by the *Fingal* of Macpherson. It is entered by a majestic arch, domed over, and resting on stupendous pillars, with a pleasing and elegant outline. It is 60 ft. high by 42 broad, a width which gradually decreases to about one-half at the end of the cave, 227 ft. from its entrance. Separated from the *Causeway* by a narrow channel is *Buachaille*, or the Herdsman. It is a symmetrical, columnar pile, rising to the height of 30 ft. and lying on a bed of curved horizontal columns, visible only at low water. It is described by Professor Wilson as "a perfect gem." A staircase at the end of the Causeway gives access to the top of the cliffs, from which is obtained the best view of the *Clam-Shell* or *Scallop Cave*, which cannot be entered either by boat or on foot. The island is uninhabited.

Eight miles from Staffa is

The Island of Iona, 3 miles long by 1½ wide. The island is celebrated for its connection with St. Columba, who, with twelve companions, took up his abode upon it in 563, bringing Christianity from Ireland. Hence for many centuries missionaries went forth to spread the light over the mainland of Britain. In 1070 the monastery was restored by Queen Margaret, wife of Malcolm Canmore. We read that she had "restored the historic building of 'Hy,' which Columba, the servant of Christ, had erected in the time of Brude, son of Meilcon, King of Picts." It had fallen into ruin in the storms of war and the lapse of ages. In 1693 the island passed from the Macleans of Duart to the Campbells. It is now the property of the Duke of Argyll, who has appointed a guide to conduct visitors to the most revered spots. These are the ruins of the *Nunnery; St. Oran's Cemetery*, the oldest Christian burial-place in Scotland, and said to contain the dust of forty-eight Scottish, two Irish, one French, and two Norwegian kings, besides that of numerous other powerful chieftains and ecclesiastics; *St. Oran's Chapel, St. Mary's Cathedral*, with *St.*

Martin's Cross opposite the west door and *St. Columba's Tomb* near the west entrance. In 1899 George, eighth Duke of Argyll, generously conveyed the ruinous Cathedral to a public trust in connection with the Church of Scotland, and its restoration was begun. In 1910 the nave was roofed; the other portions had already been re-covered. The story of Iona is that of Christianity itself. Dr. Johnson, on visiting the island, wrote: "We are now treading that illustrious isle which was once the luminary of the Caledonian regions. Whatever withdraws us from the power of our senses, whatever makes the past, the distant, or the future predominate over the present, advances us in the dignity of human beings. . . . That man is little to be envied whose patriotism would not gain force upon the plains of Marathon, or whose piety would not grow warmer among the ruins of Iona."

V. ISLANDS OF ISLAY AND JURA

The *Island of Islay*, separated from the mountainous Island of Jura by the Sound of Islay, is one of the most interesting islands on the west coast. It is reached from West Loch Tarbert by steamer either to Port Ellen on the south coast, or Portascaig in the Sound of Islay. Good roads run through the centre of the island from Port Ellen to Bowmore or Bridgend, thence to Portascaig (north-east), or west to Port Charlotte and Portnahaven. The south-eastern portion of the island is very hilly and picturesque, the greater part being a land of brown heath and wide-spreading purple moorland. At the southern extremity the rocky headland of Mull of Oa and the massive precipitous cliffs present an impressive scene of grandeur and majesty, which is increased when the Atlantic gales lash the coast in their fury and the giant ocean waves come rolling in like wild horses to the coves and inlets that pierce the beetled crags. For many centuries the island was the chief seat of the Lords of the Isles and the scene of many incidents in the long conflict with the Vikings from the north. Tales of feud and clash of claymore still linger by the shores of Loch Gruinart and Loch Indaal, or around the weathered ruins of Duniveg, of Robin Oig and Donald Balloch, and of the last of the Lords of the Isles, who died in 1498 at Paisley after a life of turmoil, during which he declared himself independent of Scotland. From the Macleans to the Macdonalds, and later to the Campbells, the island figures in many a romantic episode. In 1909 it passed to the present Laird of Islay, Mr. Hugh Morrison. In 1918 the *Tuscania* and the *Otranto*, carrying troops from America, were wrecked off the Mull of Oa, where stands a tall memorial pillar erected by the American nation in memory of the brave men who perished. Amongst the many historic relics and cairns and standing stones, the most outstanding is that of the Kildalton Cross, one of the finest

pieces of Celtic art in existence. Measuring over 8 ft. in height and 4 ft. across the arms, it bears numerous representations of the Virgin and Child, the sacrifice of Isaac, and David rending the lion's jaw. Another fine Celtic cross stands at Kilchoman, and there are many traces of Norse and Scandinavian life in various parts of the island. Port Ellen was founded in 1844 and named in compliment to Lady Ellinor Campbell of Islay. At Machrie Bay, near Port Ellen, are the famous "Machrie Golf Links," known throughout the golfing world. The island increases every year in popularity amongst holiday seekers on account of its beautiful sands and bracing air.

Across the Sound of Islay rise the massive mountain-lands of *Jura*. "The Paps of Jura," rising to a height of between 2500 ft. and 3000 ft., form a striking contrast to Islay. It is a land of mountain and glen and broken coast-line—only the southern portion is traversed by a road, and its inaccessibility prevents it from becoming a popular summer resort. There are one or two sheep farms and deer forests on the island and a number of good fishing streams, but no towns or villages.

VI. ISLAND OF BUTE

This is one of the most popular and most widely known islands off the west coast. It is reached by a regular service of fine steamers that run from Glasgow, Greenock, Gourock, and Wemyss Bay throughout the summer. In the summer months every house on the island is occupied, and during the second fortnight of July, when the Glasgow Fair is in full swing, Rothesay and Port Bannatyne, and all the villages around the coast as well as the centre of the island, swarm with visitors. Roads traverse the island in every direction, and a considerable amount of hiring is carried on. Rothesay (pop. 9299) is finely situated on Rothesay Bay, and its terraced slopes, curving shores, and mild climate have earned for it the title of the "Madeira of Scotland." The town is the principal centre of tourists visiting all the places of interest on the Clyde. It was made a Royal Burgh in 1400. Its Castle is of great antiquity and figured in the days of the Norse invasion and King Haco, and the troublous times of Bruce. Bute became the patrimony of the Stuarts, and it was a favourite residence of Robert II. and Robert III. In 1398, when the dignity of Duke was first created in Scotland, Robert III.'s son David, Earl of Carrick, was made Duke of Rothesay, a title which the monarch's eldest son has held ever since. One of the Scottish heralds is styled Rothesay, and one of the pursuivants of Bute. The Castle was reduced to a ruin in 1685 in connection with the Earl of Argyll's futile insurrection in favour of Monmouth. Within the court of the Castle stand the ruins of the ancient Chapel of St. Michael. Mountstuart House, the magnificent mansion of the Marquis of Bute, stands about 5 miles south of Rothesay.

VII. ISLAND OF ARRAN

The island is finely situated in the centre of the Firth of Clyde, and is a land of mountain and glen—a favourite island for visitors from all parts of Scotland and England. Excellent steamer services run from Glasgow, Greenock, Gourock, and Wemyss Bay. A fairly good road—improving in width and surface every year—practically encircles the island, and two roads cross it from east to west, one from Brodick to Machrie Bay and another from Lamlash to Sliddery. The highest range of mountains rises on the northern end of the island and include Goat Fell (2866 ft.) and Caisteal Abhail (2735 ft.). Glen Rosa and Glen Sannox, Glen Iorsa, Glen Scorrodale, and Glen Ashdale, all have their picturesque scenes and beauty spots, and each its tale of mystic lore and fairy realm. On the *Holy Isle* in Lamlash Bay is the hermitage of an anchorite, St. Molois, from which the island has received its name. About a mile from *Lamlash* is the quaint old pre-Reformation Chapel of St. Bride. There were also chapels at Kilmichael, Sannox, Loch Ranza, and Kilmory. *Brodick Castle*, formerly one of the seats of the Dukes of Hamilton, stands on the north side of Brodick Bay. It is in the Scottish Baronial style, with a lofty tower at one of the corners, flanked with small turrets. The Castle forms a picturesque feature in the landscape. *Loch Ranza Castle*—associated with King Robert the Bruce after he left Rathlin Isle,—*Kildonan Castle*, the *King's Caves*, numerous ruins of ancient chapels, and many standing stones, tumuli, and burial mounds, are but a few of the features of this romantic island, which not only attracts visitors from all parts of the country on account of its fine mountain air and ocean breezes, but provides an inexhaustible treasure-house for the historian and antiquarian. The island belongs to the Duchess of Montrose, only child of the twelfth Duke of Hamilton.

GLOSSARY

Glossary of Common Gaelic Words (and Corrupted Forms of Gaelic) used on the Ordnance Survey Maps.

PRONUNCIATION.

Initial Bh or Mh equals *V*, but after a broad vowel equals *W*, as in English "now."
" C equals K.
" Fh is silent.
" Ph equals F.
" Sh or Th equals *h*.
" S after An t is silent.
Final—aidh equals *y* as in *my*.
" —idh equals *y* as in *duty*.
Th final, or when flanked with vowels, is a strong breathing.
Ch in contact with *a*, *o*, or *u* is a strong guttural as in *loch*.
Ch in contact with *e* or *i* is a guttural as in German ich.

The Article :—
A' equals *the*, as in A' Chreag—*the rock*.
Am " " " Am Boc—*the buck*.
An t- " " " An t-Eilean Sgitheanach—*the Isle of Skye*.
Na " " " Na Bruthaichean—*the braes*.
A' " *of the* " Allt a' choire Dhuibh—*burn of the black corry*.
An t- " " " Bagh an t-Siosalaich—*Chisholm's bay*.
Na " " " Slochd na Beinne—*hollow of the mountain*.
Nan " " " Meall nan Eun—*hill of the birds*.
Nam " " " Coire nam Bó—*corry of the cows*.
Abbreviations :—G. for Gaelic, N. for Norse.

Aber—G. Obar and Abar—*confluence*, as in Aberdeen, Abergeldie, and Abernethy, *confluences* of the Don, Geldie, and Nethy.
Abhainn, Aibhne, and Amhuinn, Aimhne . . *River*.
Acair, Acairseid . . . . *Anchor and anchorage*.
Achadh, Achaidh . . . . *A field*.
Agh, Aighe, Aighean . . . . *Hind, heifer*.
Ail, Aileach, or Aillig . . . . *A rock or stony place*.
Ailean, Ailein or Ailean, Ailein (à) . . *Green spot, enclosure, meadow*.
Airidh, Airidhe, or Airigh, Airighe (à) . . *Sheiling*.
Aisir, Aisre . . . . . *A pass between rocks*.
Ald, Alt, Ault, Auld—G. Allt, *a burn, stream*, as in Aldclune, G. Allt Chluain, *burn of the meadow*. Altnabreac, G. Allt nam Breac, *trout burn*. Aultbea, G. Allt Beithe, *birch burn*. Auldearn, G. Allt Eireann.
Amat, Amaite—N. Á-mót . . . *River-meet, confluence*.
Annaid, Annaite, and Annat . . . *A Mother Church*.
Aoineadh, Aoinidh . . . . *Steep brae with rocks, moraine*.
Aonach, Aonaich . . . . *Moor or market-place*.
Arbhar, Arbhair . . . . *Corn*.
Ard, Aird—G. Àrd Àird, *a height, promontory*, *e.g.*, Ardlamont, height of Lamont. Ardmeanach, *mid-height*.
Aros, N. ár-ós . . . . *River mouth*.
Àth, Atha . . . . *A ford (mas.)*; *a kiln (fem.)*.
Auch, Ach—G. Achadh, *a field*. Achanalt, G. Achadh nan Allt, *field of the burns*. Auchnashellach, G. Achadh nan Seileach, *field of the willows*.
Avon, G. Abhainn, *q.v.*

Bac, Bhaic, Bacaichean . . . *Bank, peat bank*.
Bad, Bhaid . . . . . *A tuft, a clump of trees or shrubs*; also *a place*.
Bàgh, Bhàigh . . . . *A bay*.
Baile, Bhaile . . . . *A town or hamlet, homestead*.
Bal and Ball as a prefix is from G. Baile, *q.v.*, *e.g.*, Balnagown, G. Bail a' Ghobhainn, *the Smith's town*.
Balgair, Bhalgair . . . . *A fox*.
Balloch, G. Bealach . . . . *A pass*.
Bàn, Bhàn, Bhàin, Bàine, Bana . . . *Fair, white*.
Ban-righ . . . . . *Queen*.
Bàrd, Bhàird . . . . . (1) *A poet*, (2) *an enclosed meadow*.

Barpa (Hebrides and Skye) . . . . *A rude conical heap of stones, sepulchral.*
Bàta, Bhàta, Bataichean . . . . *A boat, boats.*
Bàthaich, Bhathaich . . . . *Byre, sanctuary* (in deer forests), *shelter.*
Beag, Bheag, Bhig, Bige, Beaga . . . . *Little.*
Bealach, Bhealaich . . . . *A pass.*
Bealaidh, Bhealaidh . . . . *Broom.*
Bean, Mna (pron. Mra), Ban . . . . *Wife, woman.*
Bearn . . . . . *A gap.*
Beinn, Bheinn, or Beinne . . . . *Mountain.*
Beith, Bheithe . . . . . *Birch.*
Beithir, Bheithir, *e.g.*, Beinn a' Bheithir . . . *Serpent, wild beast, monster.*
Ben, G. Beinn, *mountain* (originally horn, peak), *e.g.*, Ben Wyvis, G. Beinn Uais, *high mountain*; Ben Macdui, G. Beinn Mhic Duibhe, *M'Duff's mountain.*
Beul, Beòil, Bheòil . . . . *Mouth.*
Biast, Béiste . . . . . *Beast, monster.*
Binnean, Binnin, *small and peaked mountain, e.g.*, Ben An (Trossachs), G. Beinnean, *a little pinnacle.*
Biolaire, Bhiolaire . . . . *Water-cresses.*
Biorach, Bioraiche . . . . (1) Adj., *sharp-pointed*, (2) noun, *dog-fish.*
Blair, G. Blàr, *q.v.* . . . . *Peat moss.*
Blàr, Bhlàir . . . . *Cleared space, plain.*
Bó, Bà, *cow, e.g.*, Bealach nam Bò . . . *Pass of the cattle.*
Bodach, Bhodaich . . . . *Old man, spectre.*
Bog, Bhuig . . . . (1) Adj., *soft*, (2) noun, *a soft place.*
Bogha Bhogha, or Bodha Bhodha (pron. Boa and Voa) (N. Booi, *a breaker*) . . . *Sunk rock in sea.*
Borg, N. . . . . *A fortress.*
Both, Bothan, or Bothain . . . *A primitive stone or turf house, bothy.*
Bradan, Bhradain . . . . *Salmon.*
Brae, Bread—G. Bràigh, *upper part.* Braemar, G. Braigh Mhàr, *height of Mar.* Breadalbane, G. Braghad Albainn, *height of Alba* (*i.e.* Scotland).
Braigh, Bhraghad . . . . *Upper part.*
Breac, Bhreac, Bhric, Brice, Breaca . . . (1) Adj., *speckled*, (2) noun, *trout.*
Breug, Breugach, or Bréige, *false, applied to stone cairns erected on mountain as guides; e.g.*, Buachaille Bréige, *false shepherd.*
Broc, Bhruic . . . . *The badger.*
Brochan, Bhrochain, *literally gruel or porridge, but applied in place-names to anything broken up or comminuted, as*: Coire Bhrochain (Cairngorms), *the corry of the broken stones.*
Bruach, Bhruaich, or Bruthach, Bhruthaich . *Bank, brink, steep place, brae.*
Buachaille, Bhuachaille, *herdsman, e.g.*, Buachaille Etive, *watchman of Etive.*
Buidhe, Bhuidhe (pron. Buie and Vuie), *yellow.* Buidheanaich, *yellow place.*
Bùirich, Bhùirich, *roar, bellow, e.g.*, Meall a' Bhùirich.
Bun, *literally root, but in place-names generally applied to the mouth of a river or stream, as in Bunaven* (G. Bun na h-Aibhne), Bunawe, G. Bun chraobh, Bunchrew (Inverness), *bottom of wood.*

Cadha (pron. Caa) . . . . *Steep place, a pass.*
Cailleach, Caillich . . . . *A nun, old woman, hag* (*cf.* bodach.)
Cairn, G. Càrn, *heap of stones, rocky hill, e.g.*, Cairntoul, G. Càrn an t-Sabhail, *hill of the barn.*
Cala or Caladh . . . . . *A harbour.*
Calltuinn . . . . . *Hazel.*
Calman, Calmain, or Calaman, Calamain, or Columan . . . . . *A dove.*
Càm, Chaim . . . . . *Crooked.*
Camas, Chamais, *a channel, a bay, in inland places a bend.*
Cambus, G. Camas, *q.v., e.g.*, Cambusmore, G. Camas Mòr, *big bend.*
Canach, Chanaich . . . . *Cotton grass.*
Caochan, Chaochain . . . . *A streamlet.*
Caol, Caolas, Chaolais, *narrow, strait, firth, kyle, e.g.*, An Caol Arcach, *the Pentland Firth.*
Caora, Caorach . . . . . *Sheep.*
Caorunn, Chaoruinn . . . . *Rowan tree or mountain ash.*
Caplach, Caiplich . . . . *Place of horses.*
Capull, Chapuill . . . . *Horse or mare.*
Car, *bend, e.g.*, Bealach Carach . . . *Winding pass.*
Càrn, Chùirn, or Chàirn . . . . *Heap of stones, applied to round rocky hills.*
Càrr, or Càthair (pron. Kāar) . . . *Rough or broken mossy ground.*
Cas, Caise . . . . . *Steep.*
Cat, Chait . . . . . *A cat.*
Ceann, Chinn . . . . . *Head, a headland.*
Ceapach, Cheapaich . . . . *A tillage plot.*
Cearc, Circe, *a hen.* Cearc-fhraoich . . . *Moorhen, grouse.*

Cearcall, Chearcaill . . . . . *A circle, a hoop.*
Ceard, Ceardach, Cheardaich . . . . *Craftsman, smithy, forge.*
Ceò, Cheathaich, *mist, e.g.*, Coire Cheathaich, *the misty corry.*
Cill, Cille, Ceall, *church, burying-place, e.g.*, Cille Mhuire, *St. Mary's Church.*
Cioch, Ciche, *a pap.* Beinn nan Ciochan, *hill of the paps* (old name for Lochnagar).
Clach, Cloiche, *stone, e.g.*, Clach Dhìon . . *Shelter stone.*
Clachan, *place of stones, applied primarily to a stone house, especially a cell or church, secondarily to a* "Kirktown," *hamlet.*
Cladach, Chladaich . . . . *Shore, beach.*
Claidheamh, Chlaidhimh . . . . *Sword.*
Claigionn . . . . . *Skull, head, rounded hillock.*
Clamhan, Clamhain . . . . *Kite, buzzard.*
Cleit, Chleit . . . . . *Rocky eminence.*
Cluain . . . . . *A green plain, pasture.*
Clunie, Cluanie—G. Cluainigh, *meadow-place, e.g.*, Clunie in Badenoch.
Cnàimh, Cnàmha . . . . *Bones.*
Cnap, Chnaip (pron. locally *krap*) . . *A hillock.*
Cneamh, Chneamh, or Creamh, Chreamha . *Wild garlic.*
Cnoc, Chnuic (pron. *knock*) . . . *A round hill.*
Coileach, Choilich . . . . *A cock.*
Coill, Coille . . . . . *Wood, forest.*
Cóinneach, Chóinnich, *moss.* Chóinneachan, *place of moss.*
Coir', Coire, Choire . . . . *A round hollow in mountain side, cirque.*
Con, Choin . . . . . *Dog, see* Cu.
Craig, G. Creag, *q.v., e.g.*, Craighouse, *rock house.* Craigendoran, G. Creag an Dobhrain, *rock of the otter.*
Craobh, Craoibhe . . . . *Tree.*
Crasg, Chraisg, Chrois . . . . *A crossing.*
Creachann, Creachainn, *the bare wind-swept place about the top of a hill.*
Creag, Chreag, Creige, *a crag, rock, or cliff.* Conchreag, *combination of rocks.*
Crioch, Criche, *boundary, e.g.*, Allt na Criche, *burn of the boundary.*
Crò, Crotha, Croithear . . . . *Sheep-cot, pen.*
Cròcach, Chròcaich . . . . *Branched, branching.*
Crodh, Chruidh . . . . . *Cattle.*
Crom, Cruime . . . . . *Crooked.*
Crosg, *see* Crasg.
Cruach, Chruach, Chruaich . . . *A heap, stack, bold hill.*
Cruachan, *a haunch,* Cruachan Beann . . *Haunch of peaks.*
Cu, Con, or Choin . . . . *Dog.*
Cuach, Chuaich, Cuaiche . . . *A cup-shaped hollow*; also *cuckoo.*
Cùil . . . . . *Nook, recess.*
Cuilc, Cuilce . . . . . *A reed.*
Cuileann, Chuilinn . . . . *Holly.*
Cuith, Cuithe . . . . . *Pit, wreath of snow, narrow glen.*
Cùl, Chùil, Cùile . . . . *Back, hill-back, nook.*
Culloden, G. Cùil-lodair . . . *Nook of the marsh.*
Cumhann, Cumhainn, Cuinge . . . *Narrow, a strait.*

Dail, *a field, dale, haugh*; dalach (dalloch) . *Of a dale.*
Dal, Dall—*When used as a prefix it is from* G. Dail; *as an affix it is generally from* N. Dair, *a dale, e.g.*, Dalnaspidal, G. Dail na Spideil, *field of the hostel.* Netherdale, N. Nedridalr, *lower dale.*
Damh, Daimh . . . . . *Ox, stag.*
Darach, Daraich . . . . . *Oak.*
Dearcag . . . . . *A berry, or of berries.*
Dearg, Dheirg . . . . . *Red.*
Diebidale, N. . . . . *Deep dale.*
Diollaid, Diollaide, *saddle, e.g.*, Beinn na Diollaide, *hill of the saddle.*
Doire, Dhoire . . . . . *Grove, hollow.*
Doirlinn, Doirlinne, or Doirling, Doirlinge . *Isthmus, beach.*
Drem, Drom, Drum—G. Druim, *q.v., e.g.*, Druimnadrochid, G. Druim na Drochaide, *ridge of the bridge.*
Drochaid, Drochaide . . . . *Bridge.*
Druim, Droma . . . . . *A ridge, the back.*
Drummond, G. Druiminn, old locative case of *drum* "at ridge."
Dubh, Dhubh, Dhuibh, Duibhe, Dubha . . *Black.*
Duine, Dhaoine, or Daoine . . . *A man, men.*
Dùn, Dùin, or Dhùin . . . . *Fortress, castle, heap, mound.*
Dun, G. Dùn, *q.v., e.g.*, Dumbarton, G. Dùn Breatunn, *fortress of the Britons.*

Each, Eich . . . . . *Horse.*
Eadar, *between, appears in place-names as* Eadar Da Chaolas, *between two kyles*; Eadar Da Fhaoghail, *between two fords*; Eadar Da Ghobhal, *between two forks.*
Eaglais, Eaglaise . . . . *Church.*
Eala, Ealachan . . . . . *Swan or swans.*
Ear . . . . . *East.*
Eas, Easa, Easan . . . . *Waterfall, rough ravine* (Perthshire).
Easgaidh, Easgainn . . . . *A marsh.*

Eccles, G. Eaglais, *a church, e.g.*, Ecclefechan, *Church of St. Fechan.*
Eilean, Eilein, Eileanan . . . . . *Island or islands.*
Eilrig, *Deer pass, place where deer were killed or captured.*
Eun, Eòin . . . . . *Bird or birds.*

Fad, Fhad, Fhada, Fada, *long, e.g.*, Beinn Fhada, *long mountain.*
Faire . . . . . *Watching.*
Fang, Faing, or Fhaing . . . . . *Sheep-pen, fank.*
Faoghail, or Faodhail (pron. faŏ-ul) . . . *A ford in sea channel.*
Faoileag, Faoileige . . . . . *Sea-gull.*
Feadan, Fheadain . . . . . *Narrow glen or hollow, streamlet.*
Fear, Fir, Fhir . . . . . *A man.*
Fearn, Fhearna . . . . . *Alder tree.*
Féith, Féithe (pron. fæ) . . . . *Bog, slowly moving stream* (lit. vein).
Fell, N. Fjall, *a rough hill, appears as a termination.* Val, *e.g.*, Screval, *scree fell.*
Fiadh, Fhéidh . . . . . *Deer.*
Fuar, *cold, e.g.*, Fuar-ghlaic, *cold hollow.* Fuaralaich and Fuaralacha, *cold place.* Fuar Mhonadh, *cold mountain.*
Fuaran, Fhuarain, *well, spring*; secondarily, *a green spot.*

Gabhar, Gabhair, or Gaibhre, also Gobhar, Gobhair, or Goibhre, *goat.*
Gaineamh, Gainimh, or Gaineamhach, Gaineamhaich, *sand.*
Gall, Ghaill . . . . . *Stranger, lowlander.*
Gamhainn, Gaimhne, or Gamhna . . . *A stirk.*
Gàradh, Ghàraidh . . . . . *Wall or dike, also a garden.*
Garbh, Gharbh, Ghairbh, Gairbhe, Garbha . *Rough.*
Geadh, Gheòidh . . . . . *A goose.*
Geal, Gheal, Ghil, Gile, Geala . . . . *White.*
Geàrr, *short.* Gearr and Gearraidh . . . *A hare.*
Geàrraidh, Sheiling . . . . . *Outer pastures* (Lewis).
Geodha, Geo, Gio—N. Gjá . . . . *A chasm, rift.*
Gill, N. *a ravine, e.g.*, Trailligil . . . *Troll-ravine.*
Giubhas, Giuthas—Ghiubhais and Ghiubhsachan *Fir, place of firs*
Glac, Glaic . . . . . *A hollow.*
Glais . . . . . *A stream.*
Glas, Ghlas, Ghlais, Glaise, Glasa . . . *Grey or green.*
Gleann, Ghlinne . . . . . *Narrow valley, dale, glen.*
Gob, Ghuib . . . . . *Point, beak.*
Gobha, Ghobhainn . . . . . *Blacksmith.*
Gobhar, *see* Gabhar.
Gobhlach, Ghobhlaich . . . . . *Forked.*
Gorm, Ghorm, Ghuirme, Guirme . . . *Green and blue.*
Grian, Gréine . . . . . *The sun.*
Guala or Gualann, Ghualainn . . . *Shoulder of a hill.*

Holm, G. Tuilm, *an island in a river or near the shore, from* N. Holmr.

Iar . . . . . *West.*
Imrich, Imriche . . . . . *Removing, flitting.*
Inbhir, Inbhire, *place of meeting of rivers, or where a river falls into the sea or lake, confluence cf.* Aber, Amat.
Inch, G. Innis, *q.v.*
Inghean, Inghinn . . . . . *Daughter, same as* Nighean.
Innis, Innse, (1) *Island*; (2) *meadow by the side of a river, haugh*; (3) *resting-place for cattle, etc.*
Inver, G. Inbhir, *q.v., e.g.*, Inverness, Inverey, *confluence of the Ness and Ey.*
Iodhlann, Iodhlainn or Iolainn, Iolainne . . *Corn, barnyard.*
Iolair, Iolaire . . . . . *Eagle.*
Iosal, Isle . . . . . *Low.*

Ken, Kin—G. Ceann, *a head, promontory, e.g.*, Kingussie, G. Ceann a'Ghiuthsaich, *head of the fir wood.* Kintail, G. Ceann an t-sàile, *end of the salt water.* Kendrum, *head ridge.*
Keppoch, G. Ceapach . . . . . *A tillage plot.*
Knock, G. Cnoc (locally pron. Knock) . . *A round hill, hillock.*
Kyle, G. Caol and Caolas . . . . *A strait.*

Lag, Luig . . . . . *A hollow.*
Lagan, Lagain . . . . . *A little hollow.*
Lagg, Laggan—G. Lag and Lagan, *q.v.*
Làir, Làire . . . . . *Mare.*
Làirig, Làirige . . . . . *A pass.*
Laogh, Laoigh, *calf, e.g.*, Beinn Laoigh . . *Calf mountain.*
Leabaidh, Leapa, *a bed, a lair, as in* Leabaidh an Fheidh, *the deer's lair.*
Leac, Lice, or Lic, *flat stones.* Leacach . . *Stony slope.*
Learg, Leirge . . . . . *A plain, hillside.*
Leathad, Leathaid . . . . . *A slope.*
Leathann, Leathainn or Leathan, Leathain . *Broad.*
Leith, *half*, as in Leith-allt, *half-burn, i.e., burn with one steep side.*

Leitir, Leitire, Leitreach . . . . . *Slope, side of a hill.*
Leum, Leuma . . . . . *A leap.*
Liath, Leith, or Leithe, *grey.* Liathanaich . *Greyness.*
Linn, Linne, *a pool, e.g.*, Bracklinn (Callander), Linn of Dee (Braemar).
Loch, Locha, Lochan, Lochain . . . *Lake, lakelet.*
Logie, *see* Lag.
Loinn, Loinne . . . . . *An enclosure, land.*
Lòn, Lòin (in Galloway, Lane) . . . *Marsh, morass, meadow.*
Long, Luinge . . . . . *A ship.*
Losg, Loisgte . . . . . *Burnt ground.*
Losgann, Losgainn, *frog* (common in Lewis place-names).
Luachrach, Luachraich . . . . *Place of rushes.*
Lub, Luib . . . . . *A bend.*

Machar, Machair, *a plain, e.g.*, A' Mhachar (Durness). Machrihanish (Kintyre).
Madadh, Mhadaidh . . . . *Dog, wolf, fox.*
Magh, Mhaigh, Mhagha . . . . *A plain, a field.*
Maigheach, Mhaighiche . . . . *A hare.*
Màm, Mhàim, lit. *a swelling* ; *in place-names, large, round, or gently rising hill.*
Manach, Mhanaich, *a monk* ; A' Mhanachainn, *the monkery.* (G. for Beauly and Fearn in E. Ross.)
Maol, Maoile . . . . . *Bare top.*
Meadhon, Mheadhoin . . . . *Middle.*
Meall, Mhill . . . . . Lit. *a lump, applied to a round hill.*
Meanabh-Chrodh, Meanabh-chruidh, *small or young cattle (properly* Meanbh ; hence Ben Venue, G. A' Bheinn Mheanbh).
Meann, Mhinn . . . . . *A kid.*
Mèinn, Mèinne, *ore, e.g.*, Allt na Mèinne . . *Ore-burn.*
Meur, Meoir . . . . . *Finger branches, applied to small streams.*
Mìn, Mìne . . . . . *Smooth.*
Mna, *wife, genitive singular of* Bean, *q.v.*
Mòd, Mhòid, *generally applied to a small knoll, where courts of justice sat in ancient times.*
Mòine, Mòinteach, or Monadh . . . *Peat, mossy ground.*
Mol, Mal, *shingly beach* ; N. Möl . . . *Pebbles.*
Monadh, *hill, mountain, as in* Monadh-Ruadh, *red mountains* (Badenoch).
Mòr, Mhòr, Mhòir, Mòire . . . *Large, great.*
Muc, Muice, *pig* ; A' Mhuclach . . . *The piggery.*
Muileann, Mhuilinn . . . . *A mill.*
Muir, Mhara, or Mara . . . . *The sea.*
Mult, Mhuilt . . . . . *Wether.*
Muran, Mhurain . . . . . *Sea bent.*

Nathair, Nathrach, Nathraichean . . *Serpent.*
Nead, Nid . . . . . *A nest.*
Nighean, Nighinn . . . . *Daughter, young woman.*

Ob, Oba, Oban, *a bay*, from N. Hóp, *a bay, whence* Longhope (Orkney), Loch Hope (Sutherland), *appears as Tob in Lewis.*
Odhar, Odhair, Uidhre, Idhir . . . *Dun-coloured.*
Oidhche (pron. Oech-a), *night, e.g.*, Airidh na h-Aon Oidhche, *sheiling of the one night* (Lewis). Loch na h-Oidhche, *night loch, a loch that fishes best at night.*
Oitir, Oitire . . . . . *Sand bank.*
Or, Oir . . . . . *Gold.*
Ord, Uird, *round hill* ; Ordan . . . *A little round hill.*
Os, Ois, or Osa, *river mouth or outlet* ; *slowly moving water.*

Pàirc, Pàirce . . . . . *A park, a field.*
Pait, Paite, Paitean . . . . *A hump, place, ford or fords.*
Pet or Pit, *farm or piece of land, sometimes a hollow, e.g.*, Pitmaduthy, G. Pit 'ic Dhuibh, *Macduff's steading.* Pitlochry, G. Bailechloichridh, *stone steading.*
Poll, Phuill . . . . . *A pool or pit.*
Port, Phuirt . . . . . *Port, harbour, ferry.*
Preas, Phris . . . . . *Bush, shrub, copse.*

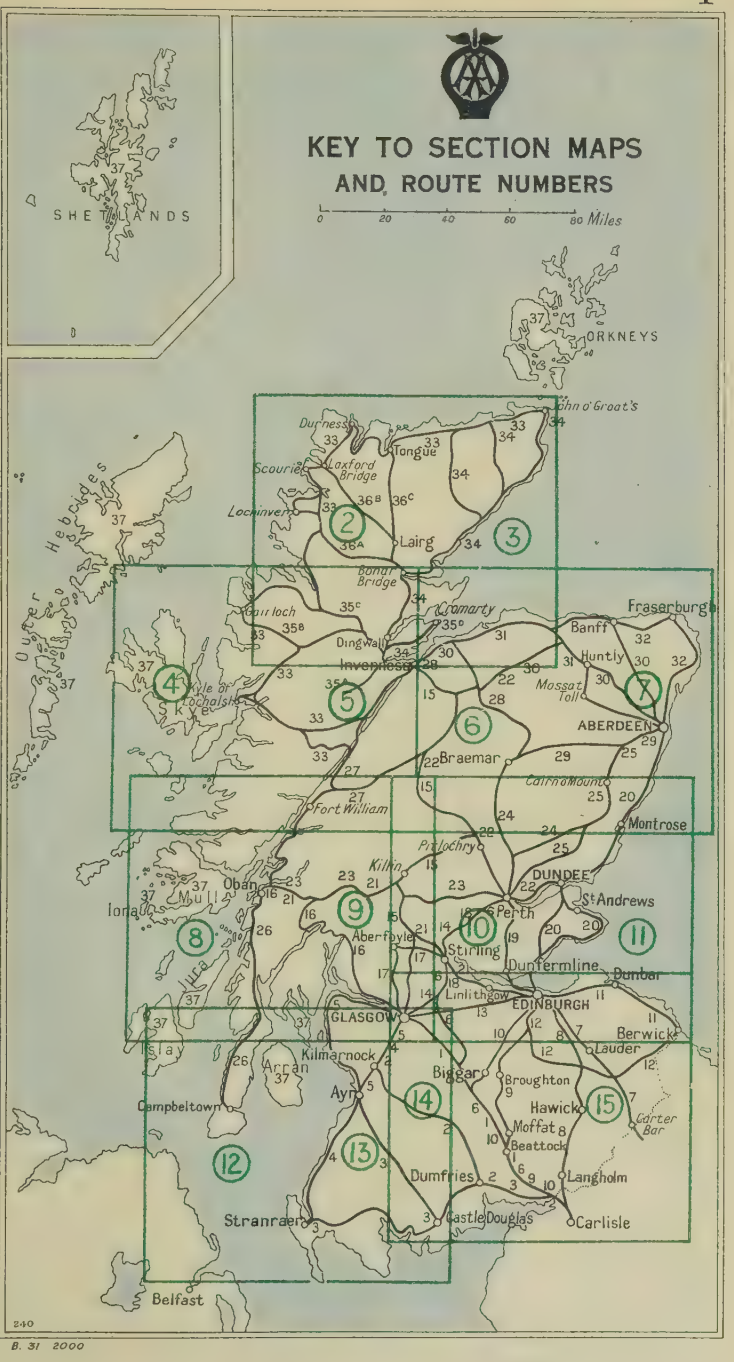
Raineach, Rainich . . . . *Fern.*
Ràmh, Ràimh . . . . . *An oar.*
Rathad, Rathaid . . . . *Road, a way.*
Reamhar, Reamhair, Reamhra . . . *Thick, fat.*
Réidh, Réidhe . . . . . *Smooth, level, plain.*
Riabhach, Riabhaich . . . . *Brindled, greyish.*
Righ, Righe . . . . . *King* (Ban-righ, *Queen*).
Roinn, Roinne . . . . . *Point, promontory.*
Ròn, Ròin . . . . . *A seal.*
Rudha . . . . . *A spit, a promontory.*
Ruigh, Ruighe, Ruidh, Ruidhe, *a run for cattle, sheiling, land sloping up to a hill.*

Sabhal, Sabhail . . . . . *Barn.*
Sac, Saic . . . . . *Horse load.*
Sagart, Sagairt . . . . . *Priest.*
Saidhe, Saigh, Saighe . . . . . *Bitch.*
Sàil, Sàile . . . . . (1) *Heel*, (2) *salt water.*
Saobhaidh, Saobhaidhe, Saobhaidhean . . . *Fox-den.*
Sealg, Seilge . . . . . *Hunt, hunting.*
Seamrag, Seamraig . . . . . *Trefoil or shamrock.*
Sean, Seana . . . . . *Old.*
Seangan, Seangain . . . . . *An ant.*
Searrach, Searraich . . . . . *Foal, colt.*
Seileach, Seilich . . . . . *Willow.*
Sgadan, Sgadain . . . . . *Herring.*
Sgarbh, Sgairbh . . . . . *The cormorant.*
Sgeir, Sgeire . . . . . *A sea rock.*
Sgoilt, Sgoilte, *split, e.g.*, Clach Sgoilte . . *Split stone.*
Sgor, Sgòrr, or Sgùrr . . . . . *Rocky peak.*
Sian, Sine . . . . . *Storm.*
Sionnach, Sionnaich . . . . . *Fox.*
Sìthean, Sìthein (pron. Shee-an) . . . . *A hillock, fairy knoll.*
Sleac, Slic, *flat stones* (Badenoch), *same* as Leac.
Sleamhuinn, Sleamhna . . . . . *Slippery.*
Slochd, Sloc, or Sluichd . . . . . *Deep, hollow.*
Sneachd, Sneachda . . . . . *Snow.*
Socach, Socaich (*snout, projecting place, mossy ground between fork of streams*), often Anglicised as Succoth.
Spréidh, Spréidhe . . . . . *Cattle.*
Speireag, Speireig . . . . . *Sparrow-hawk.*
Srath, Sratha (locally pron. Stra) . . . . *A strath, valley.*
Sròn, Sròine . . . . . *A nose or point.*
Sruth, Srutha, Sruthan, Sruthain . . . . *Current, a stream, streamlet.*
Stac, Staca . . . . . *Steep conical hill.*
Stob, *a point*; Stob mòr, *big point* (Coolins).
Strath, G. Srath, *q.v.*
Strone, G. Sròn, *a nose, promontory, e.g.*, Strone (Firth of Clyde), Strontian, G. Sròn an t-Sithein, *promontory of the knoll.*
Struan, G. Sruthan . . . . . *A stream, current.*
Stùc, *a peak, e.g.*, Stùc Garbh Mòr, *the big rough peak.*
Suidhe, *sitting or resting place, level shelf in a hill side, so also* Spardan, *a roost.*

Tairbeart, Tairbeirt, Tarbert, Tarbet, *a narrow isthmus, hence the Tarberts on the west of Scotland.*
Tarsuinn . . . . . *Transverse, across.*
Teampull, Teampuill . . . . . *A temple or church.*
Tigh, Tighe, Tay, Ty, *a house, e.g.*, Tighnabruaich, G. Tigh na Bruaiche, *house of the bank.* Tayloin, G. Tigh an Lòin, *house by the marsh.* Tyndrum, G. Tigh an Droma, *house of the ridge.*
Tipper, G. Tiobair . . . . . *A well.*
Tòb, *a bay* (Lewis); *same as* Ob, *q.v.*
Tobar, Tobair, Tober . . . . . *A well.*
Toll, Tuill . . . . . *Hole.*
Tom, Tuim, *a round hillock, e.g.*, Tomnahurich, G. Tom na h-Iubhraich, *hillock of the yew wood.*
Tòn, Tòin . . . . . *Buttock, haunch.*
Torc, Tuirc . . . . . *A boar.*
Torr, Torra . . . . . *A heap, hill, castle.*
Tràigh, Traighe, and Tràghad . . . . (*Sand*) *beach.*
Tri-tighearnan . . . . . *Three Lords.*
Tulach, Tulaich . . . . . *A knoll, a hillock.*
Tunnag, Tunnaig . . . . . *A duck.*

Uachdar, Uachdair . . . . . *Top, upper part.*
Uaine . . . . . *Green.*
Uamh, Uamha, Uaigh, Uaighe . . . . *Cave.*
Uchd, *breast, an ascent*; Uchdan . . . *A short steep bank.*
Uidh . . . . . *Isthmus, land or water, slowly moving water.*
Uig . . . . . *A nook, hollow, or bay.*
Uisg, Uisge . . . . . *Water.*
Ulaidh . . . . . *Treasure.*
Ulbh, Ulbhaidh, N. Ulfr. . . . . *A wolf.*
Uruisg, *human monster, goblin, brownie, e.g.*, Coire an Uruisg (Loch Katrine), *corry of the monster.*

Val, (1) N. Fjall, *a high hill*, (2) Hvall, *a knoll.*
Vat, N. Vatn, *water, e.g.*, Loch Langavat, *long water* (Lewis).



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Scale 12 Miles to an Inch
0 5 10 15
REFERENCE
Main Roads
Secondary Roads
Connecting Links
Railways
Road over Ste.
Road Level under Crossing
Altitudes in Feet 1560
Blue Figures indicate Mileage between Places with Black Dots or Black Bars
Cape Wrath
Durness
Kyle of Durness
Smoo
Hope Lo
Melness
Eriboll
L. Hope
Kinloch Bervie
R. Dionard
Rhiconich Inn
Foinaven
Ben Hope 3040
Ben Loyal 2504
Laxford Bri.
Scourie
Eddrachillis
Ben Stack 2364
L. Stack
R. Laxford
L. Meadie
Badcall
Eddrachillis Bay
Achfarry
Pt. of Stoer
Ferry
Forest
More
Altnaharra
Drumbeg
Kylesku Inn
Unapool
L. Merkland
SUTHER
Clashnessie
Quinag 2653
Glasven
Skaig Bri
The Crask Inn
Overscaig Inn
Fiag Bri.
R. Tirry
Lochinver
L. Assynt
Inchnadamph
Ben More Assynt 3273
Loch Shin
Rhu Coigach
Suilven 2399
Canisp 2779
Veyatie
Enard Bay
Glen Cassley
Shinness Lo
Shinness Lodge
Elphin
Ledmore Lo.
Altnacealgach Hotel
L. Urigain
Coigach
Tanera More
R. Oykell
Oykell Bri.
Rosehall
Altass
Strath Oykell
Strathkanaird
Ardmair
Loch Broom
Ullapool
Gruinard B.
Lit. L. Broom
Gruinard
Laide
Aultbea
Lit. Gruinard
Dundonnell Hotel
Ardcharnich
Strath Carron
R. Carron
Ardgay
Kincardine
Inverlael
Gleann Mor
L. na Sheallag
An Teallach 3483
Beinn Dearg 3547
R. Broom
Falls of Measach
Fionn Loch
Loch Maree
Torranohu Bri.
L. Morie
Bhraoin
Sgurr Mor 3637
Altguish Inn
Inchbae Lo.
Ben Wyvis 3429
L. Glass
L. Maree Hotel
Lochan Fada
ROSS & CROMARTY
L. Fannich
Achanalt Hotel
Kinlochewe
Ben Eay 3309
Achnasheen
Garve
Dingwell
Strath Bran
Luichart
Garve Falls
Strathpeffer
Torridon
L. Rosque
R. Meig
Strath Conon
Contin
Mor. Bri.
Marybank
Glencarron Lo.
Scardroy Lo.
Muir of Ord
Tomich
Beauly
Glen Orrin
R. Orrin
Damh
Achnashellach Lo.

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tions 4, 5, 6 & 7

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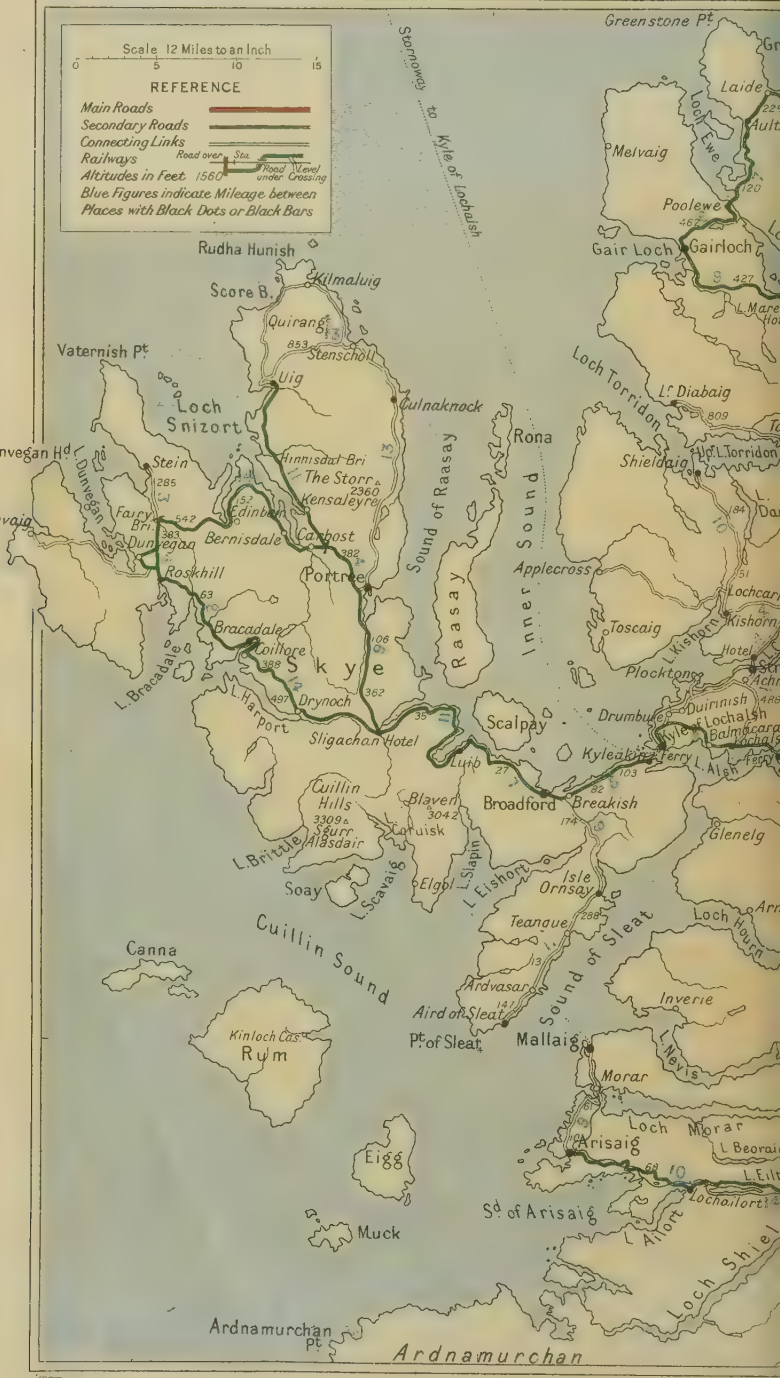
Scale 12 Miles to an Inch
0 5 10 15
REFERENCE
Main Roads
Secondary Roads
Connecting Links
Railways
Road over Sta. Road Level under Crossing
Altitudes in Feet 1560
Blue Figures indicate Mileage between Places with Black Dots or Black Bars
Stornoway to Kyle of Lochalsh
Greenstone Pt
Laide
Loch Ewe
Melvaig
Poolewe
Gair Loch
Gairloch
Rudha Hunish
Kilmaluig
Score B.
Quirang
Stenscholl
Vaternish Pt
Uig
Loch Snizort
Culnaknock
Loch Torridon
Lr Diabaig
Dunvegan Hd
Loch Dunvegan
Stein
Hinnisdal Bri
The Storr 2360
Kensaleyre
Rona
Sound of Raasay
Inner Sound
Shieldaig
Upr Loch Torridon
Fairy Bri
Edinbain
Bernisdale
Carbost
Dunvegan
Portree
Roskhill
Applecross
Lochcarron
Kishorn
Toscaig
Bracadale
Loch Bracadale
Ullinish
Skye
Raasay
Plocktons
Duirinish
Lochalsh
Balmacara
Drynoch
Loch Harport
Sligachan Hotel
Scalpay
Drumbuie
Kyleakin Ferry
Kyle
Loch Alsh
Luib
Broadford
Breakish
Cuillin Hills
Blaven 3042
Sgurr Alasdair
Coruisk
Glenelg
Loch Brittle
Soay
Loch Scavaig
Elgol
Loch Slapin
Loch Eishort
Isle Ornsay
Teangue
Sound of Sleat
Loch Hourn
Canna
Cuillin Sound
Ardvasar
Aird of Sleat
Inverie
Kinloch Cas.
Rum
Pt. of Sleat
Mallaig
Loch Nevis
Morar
Loch Morar
Arisaig
Eigg
Sd of Arisaig
Lochailort
Muck
Loch Shiel
Ardnamurchan Pt
Ardnamurchan

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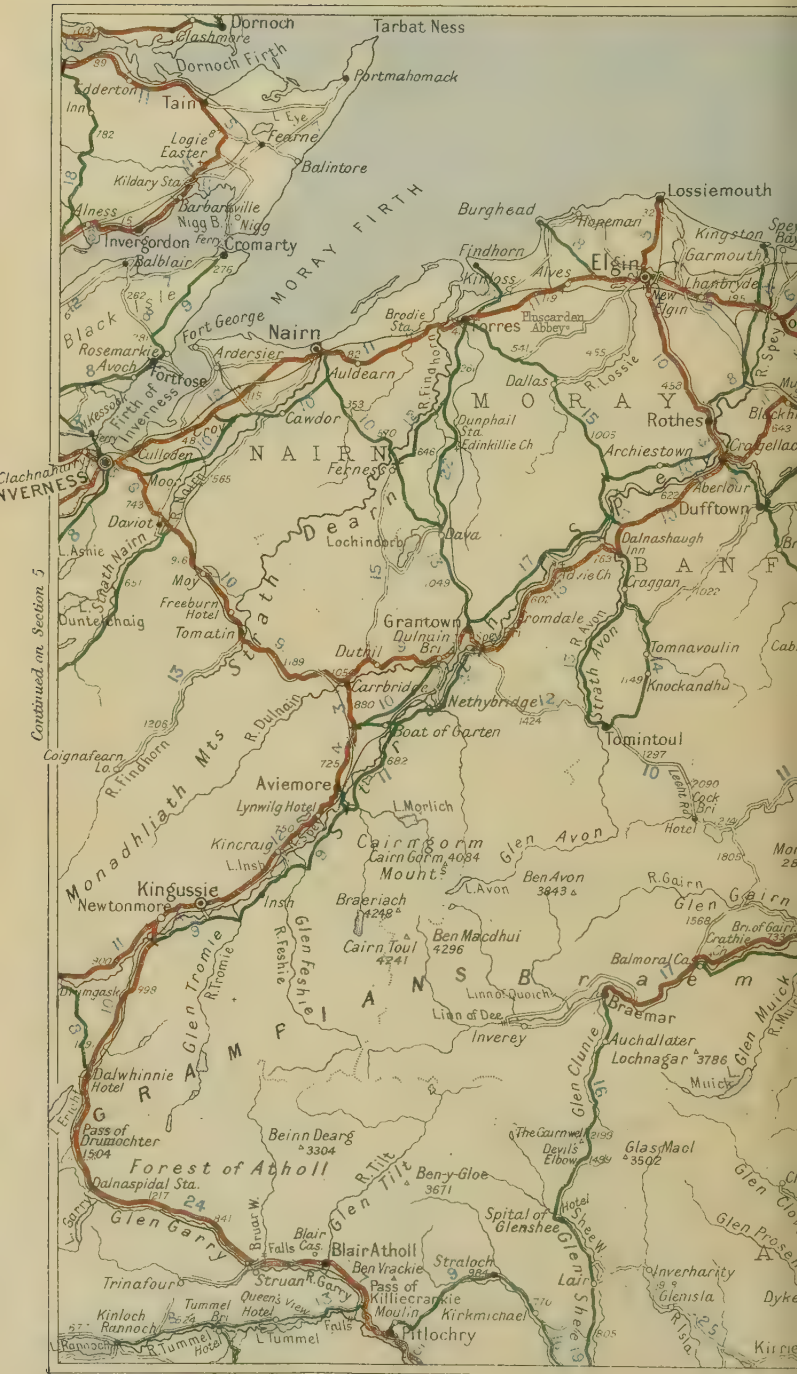
Continued on Sections 2 & 3



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Eigg
Arisaig
L. Eilt
Glenfinnan Sta.
Lochailort
Hotel
Sd of Arisaig
L. Ailort
Muck
Loch Shiel
Ardnamurchan Pt
Ardnamurchan
Kilchoan
Salen
Loch Sunart
Strontian
Inversanda
Coll
Arinagour
Tobermory
Bonnavoulin
Morven
Calgary
Dervaig
Claggan
L. Frisa
Sound of Mull
Lochaline
L. Tuath
Salen
Loch Linnhe
Lismore
Gometra
Ulva
Ba
Mull
Staffa
Ben More
3169
Lochdonhead
Oban
Kerrera
Spelve
L. Scridain
Lochbuie
Iona
Cath
Bunessan
L. Buie
FIRTH OF LORNE
Kilninver
Seil
L. Avich
Kilmelford
Scarba
Str. of Corryvreckan
Ford
Kilmartin
Crinan
Kilmichael
Lochgair
Lochgilphead
Colonsay
Scalasaig
Oronsay
Jura
Ardrishaig
Sound of Jura
L. Tarbert
Lagg
Paps of Jura
2571
L. Killisport
Tarbert
W. Tarbert
Knapdale
Loch Indaal
Pottaskaig
Feolin
Craighouse
Ballygrant
Islay
Bridgend
Port Charlotte
Bowmore
L. Lindaal
Ardtalla
Clachan
Skiphess
Whitehouse
Portnahaven
Rhinns Pt
Scale 12 Miles to an Inch
0 5 10 15
REFERENCE
Main Roads
Secondary Roads
Connecting Links
Roads under Construction
Railways
Road over Sta. Road Level under Crossing
Altitudes in Feet 1560
Blue Figures indicate Mileage between Places with Black Dots or Black Bars

Continued on Sections 10 & 14

ctions 12 & 13

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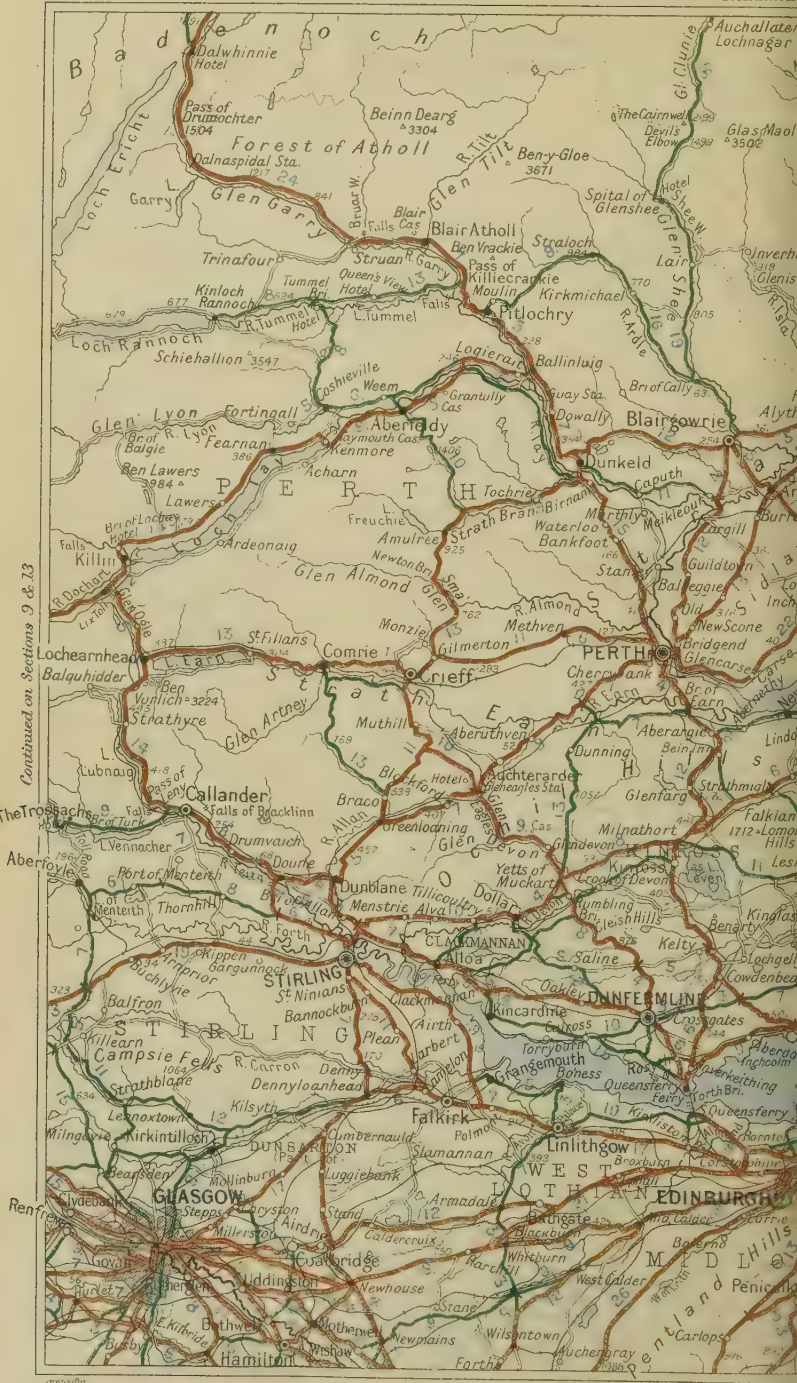

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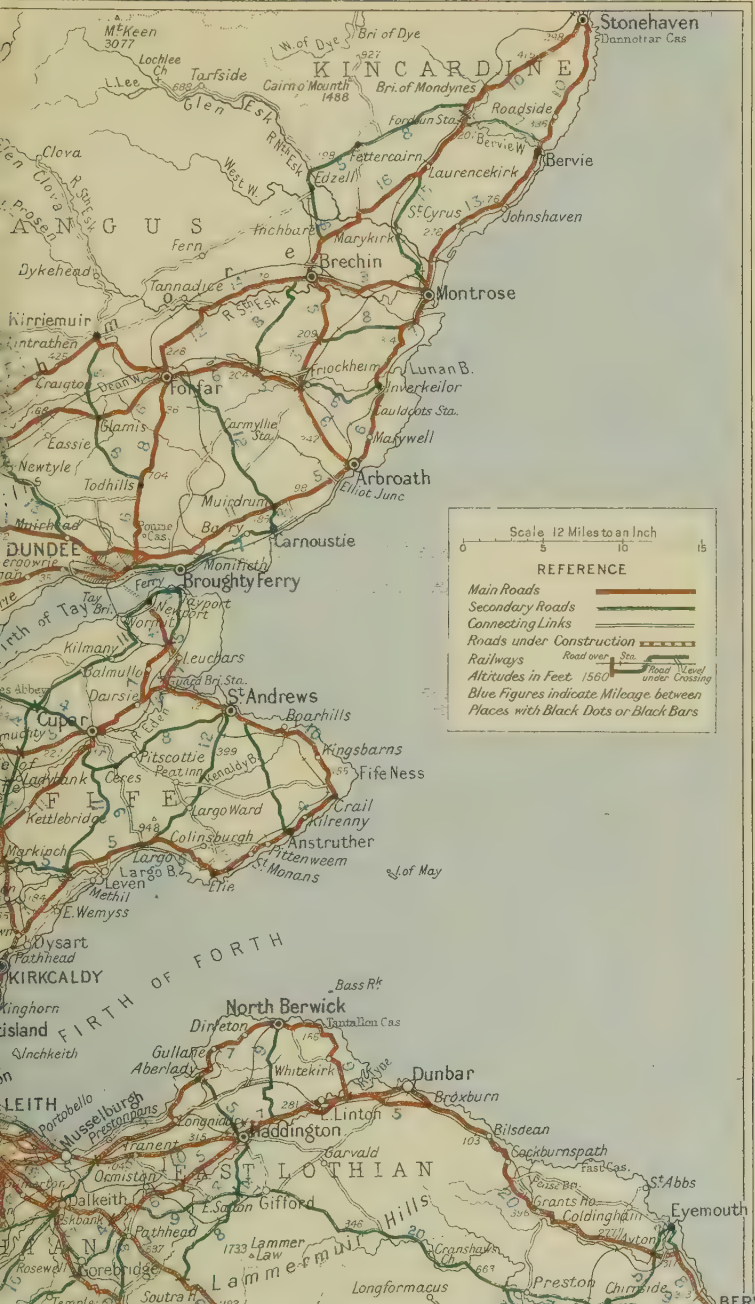

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Continued

Portaskaig
Feolin
Craighouse
Ballygrant
Islay
Bridgend
Bowmore
Ardtalla
Laggan B.
Port Ellen
Ardbeg
Mull of Oa
Tarbert
W. Tarbert
Ardlamont Pt.
Whitehouse
Bartnagrenach
Skipness
Inch Marnock
Sd of Bute
Clachan
Gigha I.
Sd of Gigha
Crossaig
Loch Ranza
Tayinloan
Killean
Pirnmill
Kilbrennan Sound
Goat Fell
2866
Dippen
Glenbarr
Machrie
Arran
Bellochantuy
Saddell
Shedog Inn
Blackwater Foot
Kintyre
Kilkenzie
Machrihanish
Campbeltown
Davarr I.
Lagg Inn
Southend
Mull of Kintyre
Sanda
Rathlin
NORTH CHANNEL
Fair Head
Ailsa Craig
Garron Hd
Corsewall Pt
Kirkcolm
Larne to Stranraer 36 m.
NORTHERN IRELAND
Larne
Island Magee
Port Patrick
Belfast Lough
Bangor
Scale 12 Miles to an Inch
0 5 10 15
REFERENCE
Main Roads
Secondary Roads
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Roads under Construction
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Road over Sta. Road Level under Crossing
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Blue Figures indicate Mileage between Places with Black Dots or Black Bars

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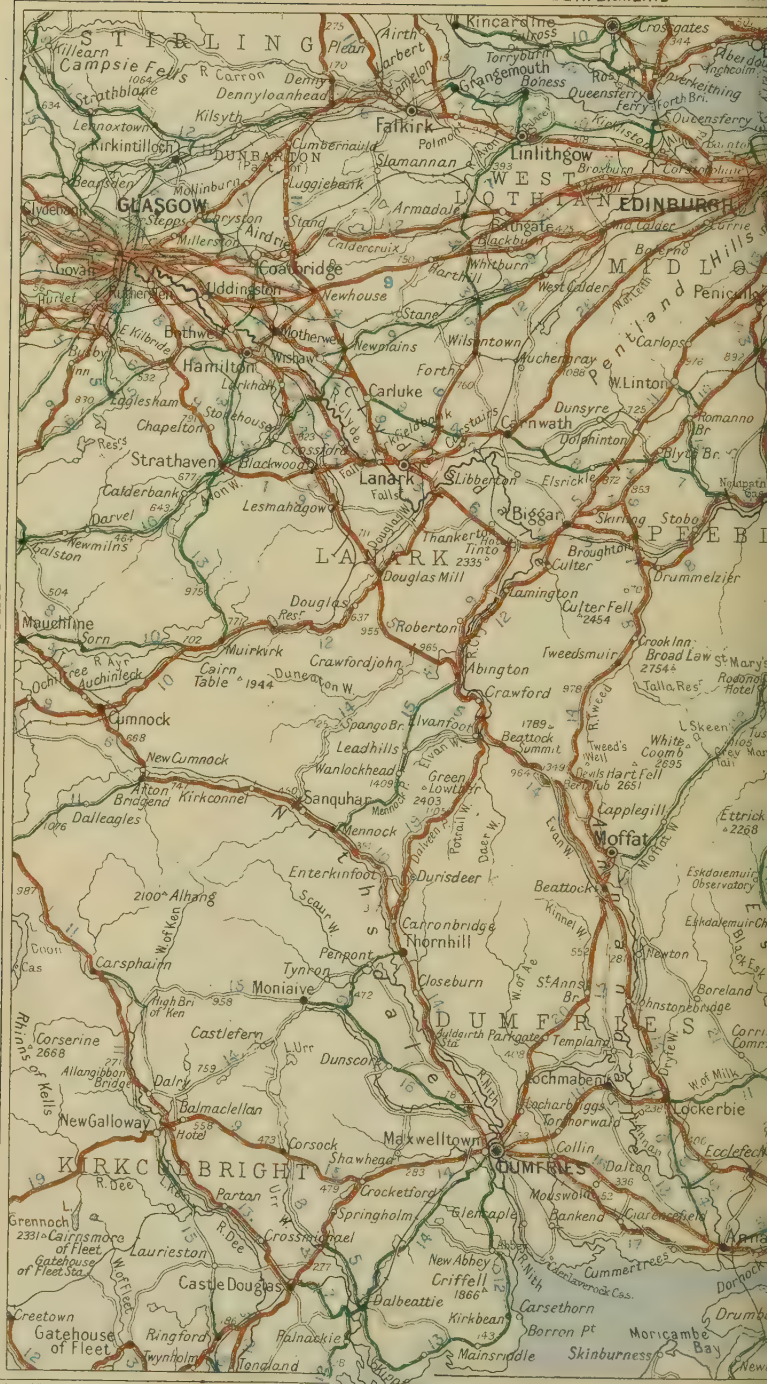
STIRLING
Kincardine
Crossgates
Campsie Fells
Strathblane
Dennyloanhead
Kilsyth
Falkirk
Grangemouth
Queensferry
Linlithgow
Lesmoxtown
Kirkintilloch
DUNBARTON
Slamannan
WEST LOTHIAN
Bearsden
Milngavie
Luggiebank
GLASGOW
Stepps
Bryston
Armadale
EDINBURGH
Tollcross
Millerston
Caldercruix
Blackburn
Airdrie
Coatbridge
Whitburn
MIDLOTHIAN
Uddingston
Newhouse
West Calder
Pentland Hills
Motherwell
Newmains
Wilsontown
Carlops
Hamilton
Forth
Auchengray
Carluke
Dunsyre
Lanark
Libberton
Biggar
Skirling
Stobo
Douglas Mill
Culter
Drummelzier
Douglas
Roberton
Culter Fell
2454
Muirkirk
Tweedsmuir
Crook Inn
Broad Law
2754
Crawfordjohn
Abington
Crawford
Cumnock
Spango Br.
Ivanfoot
Beattock Summit
Leadhills
Wanlockhead
Green Lowther
Sanquhar
Kirkconnel
Dalleagles
Mennock
Lapplegill
Moffat
Durisdeer
Beattock
Alhang
Canonbridge
Thornhill
Penpont
Carsphairn
Tynron
Closeburn
Moniaive
St Ann's
Castlefern
Dunscore
Templand
Lochmaben
Lockerbie
Corserine
2668
Dalry
Balmaclellan
New Galloway
Maxwelltown
DUMFRIES
Corsock
Shawhead
Collin
Dalton
KIRKCUDBRIGHT
Crocketford
Springholm
Glencaple
Bankend
Grennoch
Carrsmore of Fleet
Laurieston
Gatehouse of Fleet Sta.
Castle Douglas
New Abbey
Criffell
1866
Dalbeattie
Kirkbean
Carsethorn
Creetown
Gatehouse of Fleet
Ringford
Palnackie
Borron Pt
Moricambe Bay
Twynholm
Tongland
Skinburness
Rough Firth
Auchencairn B.
Continued on Sections 9 & 13

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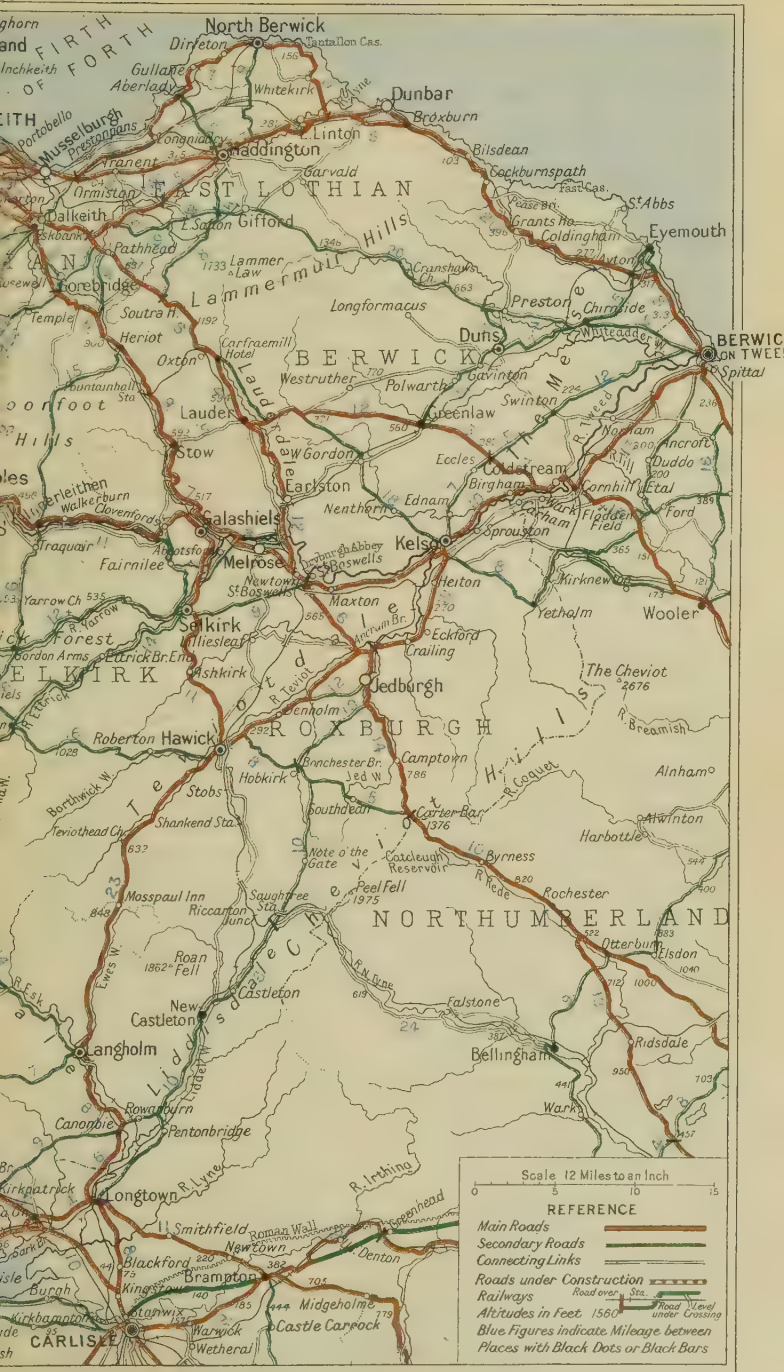

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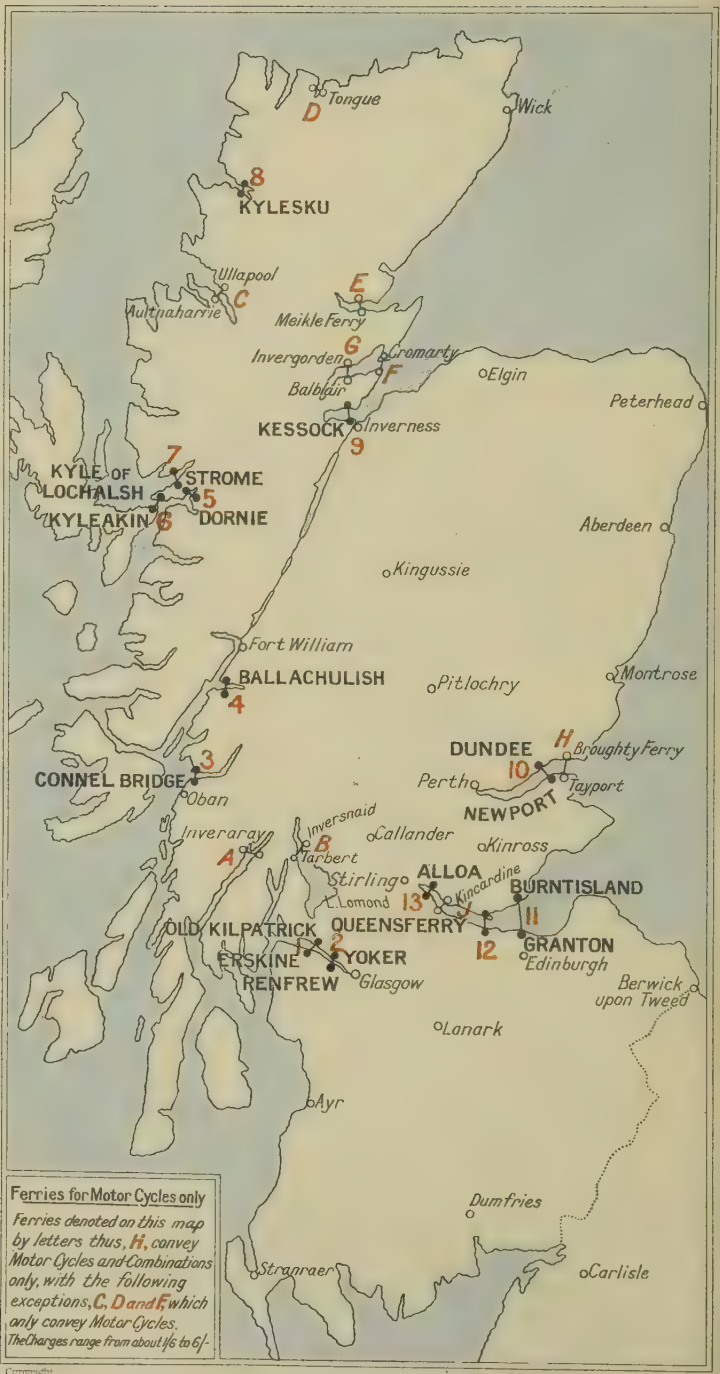

Ferries for Motor Cycles only

Ferries denoted on this map by letters thus, H, convey Motor Cycles and Combinations only, with the following exceptions, C, D and F, which only convey Motor Cycles. The Charges range from about 1/6 to 6/-

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FERRIES IN SCOTLAND

Members are reminded that tides and weather conditions may cause delay at some ferries. In the touring season there is sometimes congestion at the ferries on the more popular routes.

The fact that Strome and Kyle of Lochalsh Ferries do not run on Sundays is important to those proceeding north-west from Fort Augustus, Invergarry, etc., as there is practically no hotel accommodation between these places and Strome.

The numbers indicate the position of the ferry on the map on the opposite page, and correspond with those in the A.A. Handbook.

Name of Ferry and Charges.

1. Erskine to Old Kilpatrick (River Clyde).

Charges.—Motor car, 9d.; Tri-car, 6d.; Combination, 6d.; Motor cycle, 3d. Above include driver. Additional passengers, 1d. each.

Sailings.—Daily steamer, 6 a.m. to 10 p.m.; Saturdays, 6 a.m. to 11 p.m.; Sundays, October to March, 10 a.m. to 10 p.m.; April to September, 10 a.m. to 11 p.m. Easy embarkation.

2. Renfrew to Yoker (River Clyde).

Charges. — Motor car, 6d.; Motor cycle, 2d.; Combination, 3d. Above include driver, and in the case of a motor car, passengers. Additional passengers, other than driver, in any other vehicle, ½d. each.

Sailings.—Daily steamboat service, continuously day and night. Easy embarkation. Double rates midnight to 5 a.m.

3. Connel Bridge (Loch Etive).

Charges.—Motor car, 10s.; Two-seater, 7s. 6d.; Motor cycle, 2s.; Combination, 4s.; Motor caravans (private), 10s.; Trailer caravans, 10s.; Luggage trailers, 5s. Extra fee of 1s. between closing time and 10 p.m., and 2s. between 10 p.m. and opening time. Passengers, 2d. each.

Railway bridge with track for cars alongside. Open daily, including Sundays, from 1 hour before sunrise to 1 hour after sunset, but in no case before 8 a.m. or after 8 p.m. Previous notice regarding night service must be given to Stationmaster, Connel Ferry, giving date, time, and from which side. Commercial vehicles and charabancs not allowed.

4. Ballachulish (Loch Leven).

Charges.—All cars, 5s.; Motor cycles, 2s.; Combination, 3s. Passengers, one, 4d.; additional, 2d. each.

Sailings.—Two Motor ferry boats. Continuous service, 8 a.m. to 8 p.m. Sundays and Bank Holidays included. Cars not taken after dark. Ferry can now be avoided by circling Loch Leven.

5. Dornie (Ross and Cromarty).

Charges.—Motor car, 6s.; Motor cycle, 1s.; Combination, 1s. 6d.; Tri-car, 5s. Passengers, 2d. Fare and a half after 10 p.m.

Sailings.—Motor ferry boat. Continuous service from 8 a.m. to 8 p.m. Sundays and Bank Holidays included. Slight delay at certain tides. Care necessary on approach from south—steep winding hill.

6. Kyle of Lochalsh to Kyleakin.

Charges.—Motor car up to 12 h.p., 8s.; over 12 h.p., 12s. 6d.; Motor cycle, 2s. 6d.; Combination, 5s. Passengers, 6d. each.

Sailings.—Motor ferry boat. Continuous service during daylight for 3 hours before and 3 hours after Spring (High) tides; 4 to 4½ hours after Neap (High) tides. Fairly easy embarkation. Advisable to wire in advance to "Ferry Lessee, Kyleakin." No Sunday service.

7. Strome (Ross-shire).

Charges. — Motor car, 10s.; Motor cycle, 2s.; Combination, 3s.

Sailings.—Motor ferry boat. Continuous service during daylight. Occasional delay. Care necessary on approach from south —steep winding hill. No Sunday service.

Strome Ferry may be avoided

Name of Ferry and Charges.

by entraining the car at Kyle of Lochalsh and Strathcarron.

Charges.—Motor cars, 15 h.p. and under, owner's risk, single, 10s.; over 15 h.p., O.R., single, 12s.; Motor cycle and side-car, not exceeding 120 lbs., unaccompanied, O.R., single, 6s. 7d., accompanied, Company's risk, single, 4s. 5d.; exceeding 120 lbs., but not exceeding 200 lbs., unaccompanied, O.R., single, 7s. 6d.; accompanied, C.R., single, 5s.; exceeding 200 lbs., unaccompanied, O.R., single, 7s. 11d.; accompanied, C.R., single 5s. 8d. Motor cycle, not exceeding 120 lbs., unaccompanied, O.R., single, 2s. 10d.; accompanied, C.R., single, 1s. 11d.; exceeding 120 lbs. but not exceeding 200 lbs., unaccompanied, O.R., single, 3s. 9d.; accompanied, C.R., single, 2s. 6d.; exceeding 200 lbs., unaccompanied, O.R., single, 4s. 2d.; accompanied, C.R., single, 3s. 2d. Passengers, 3rd class single, 2s. 3d.; 1st class single, 3s. 9d. Rates and services shown above are subject to alteration. (Side-car must be detached or charged as motor car.)

Trains from Kyle of Lochalsh depart 6.5, 10.40 a.m.; 4.50, 5.45 p.m.*a*. Trains arrive Strathcarron 7.2, 11.29 a.m., 5.55, 6.30 p.m.*a*.

(*a*) On Wednesdays and Fridays, commencing 24th June 1932, and daily from 4th July till 10th September 1932.

Trains from Strathcarron depart 12.53, 6.30 p.m. Trains arrive Kyle of Lochalsh 1.40, 7.30 p.m. One day's notice desirable. Petrol tank must be emptied. Telegraphic addresses: "Stationmaster, Kyle"; "Stationmaster, Strome"; "Stationmaster, Strathcarron." Cars for the 6.5 a.m. train must be loaded not later than 6 p.m. the previous evening.

No Sunday service.

8. Kylesku (Sutherland).

Charges.—Motor car, 12s. 6d.; day return ticket, £1; Motor cycle, 2s. 6d.; Combination, 4s.

Sailings.—Motor ferry boat. Slight delay at certain tides.

Name of Ferry and Charges.

Service from about beginning of May to middle of October, Sundays included.

9. Kessock (Inverness-shire).

Charges.—Motor car, 4s (large car, 4s. 6d.); Two-seater, 2s. 6d.; Motor cycle, 9d.; Combination, 1s. 3d. Passengers, 3d. each.

Sailings.—Steamboat, carrying one large car only. Steamer leaves north side at the hour. Summer—from April to October: Weekdays, 7.45 a.m., and hourly to 7.45 p.m. Sundays, 9.45 a.m., and hourly to 5.45 p.m. Winter—from October to April: Weekdays, 7.45 a.m., and hourly to 5.45 p.m. Sundays, 9.45 a.m.; 1.45 and 4.45 p.m. (Weather and tide permitting.)

10. Dundee to Newport (Tay Ferries).

Charges	Single		Ret.	
	s.	d.	s.	d.
Motor car, 4 seats	3	6	5	6
„ „ 2 „	3	0	4	6
Tri-car . .	2	6	3	6
Charabanc . .	7	0	10	0
Motor cycle .	0	8	1	0
„ with side-car	1	0	1	6
Passengers . .	0	4	0	6

(Return tickets available for one week from date of issue.)

Sailings.—Steamboat service. Weather, etc., permitting, the hours of sailing will be as follows: From Dundee—Weekdays: 7 a.m. to 10.15 p.m. 1st May to 30th September, half-hourly from 8 a.m. to 7.30 p.m. 1st October to 30th April, half-hourly from 8 a.m. to 6 p.m. Sundays: not before *9, 10, *11 a.m., 12.40, 1.15, 2.15, *3.15, 4.5, 5.15, 6.15, *7.15, *7.45, 8.15, *8.45, 9.10 p.m. From Newport—Weekdays: 7.30 a.m. to 10.45 p.m. 1st May to 30th September, half-hourly from 8.30 a.m. to 7.30 p.m. 1st October to 30th April, half-hourly from 8.30 a.m. to 6.30 p.m. Sundays: not before *9.30, 10.30, *11.30 a.m., 12.55, 1.45, 2.45, *3.45, 4.30, 5.45, 6.45, *7.45. *8.15, 8.45, *9.10, 9.30 p.m.

* From first Sunday in May to last Sunday in September. Embarkation easy.

Name of Ferry and Charges.

11. Granton to Burntisland.

Charges.—Motor car, 15s.; 2/3 seater, 10s.; Tri-car, 7s. 6d.; Motor cycle, 2s. 6d.; with two persons, 3s. 6d.; Combination, 5s. Passengers, Cabin, 1s. 0½d.; return, 1s. 9d.; Steerage, 7½d., return, 1s. 3d. each.

Sailings.—Steamboat. Weekdays from Granton: 8, 9.45 a.m., 1.30, 3.25, 5.15*a*, 6.55*c* p.m. Sundays, 9 a.m., 1, 3, 5.5*a* p.m. From Burntisland: 8.55, 11.25 a.m., 2.30, 4.20, 6.5*a*, 7.45*c* p.m. Sundays, 9.45 a.m., 2, 4, and 6*a* p.m.

(*a*) April to 30th September only.
(*c*) June to 30th September only.

Vehicular traffic taken according to the tide. All vehicles must be on the pier 15 minutes before sailing time.

12. Queensferry (North and South).

Charges.—Motor car, 10s.; 2/3 seater, 7s. 6d.; Motor cycle, 2s. 6d.; Combination, 5s.; Tri-car, 5s. Passengers, 6d. each.

Sailings.—Steamboat. Times of sailing according to tide. See Railway Time Tables or wire to "Ferry Master, Hawes, South Queensferry." Vehicles should be on the slipway 15 minutes before sailing time.

13. Alloa (Alloa and South Alloa).

Charges.—Motor car, 2s. 6d.; Motor cycle, 6d.; Combination, 9d. Passengers, 4d. each.

Sailings.—Ferry leaves Alloa every hour from 7 a.m.; from South Alloa 20 minutes after each hour. From April to September last ferry from Alloa 7 p.m.; South Alloa, 7.30 p.m. From November to February last ferry from Alloa at 5 p.m.; South Alloa at 5.30 p.m. During March and October last ferry from Alloa at 6 p.m.; South Alloa at 6.30 p.m. Sundays, ferry leaves Alloa 8 a.m. to 5 p.m. (Winter); 8 a.m. to 7 p.m. (Summer); South Alloa, 8.20 a.m. to 5.30 p.m. (Winter), and 8.20 a.m. to 7.30 p.m. (Summer).

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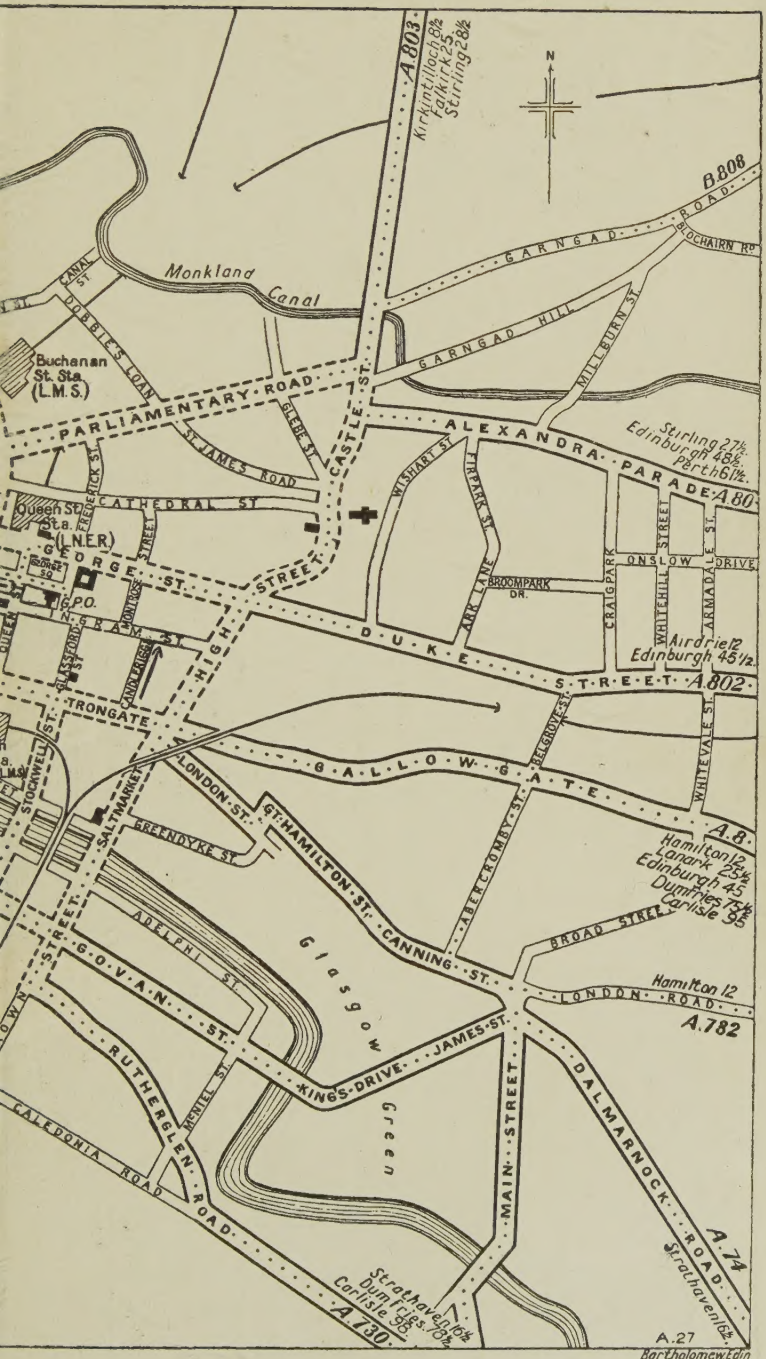
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